

Hongkong Daily Press.

ESTABLISHED 1857

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A. S. WATSON & Co., LIMITED.

Hongkong, 28th January, 1901. [a1632]

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong for over half a century.
Apply to G. C. ANDERSON,
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NAPIER JOHNSTONES

SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & Co.'s Selection.
Sole Agents for—
LANE, CRAWFORD & CO.
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KILMARNOCK WHISKY.

This World-renowned.
FINE OLD HIGHLAND WHISKIES are shipped by CUTLER, PALMER & Co., and are obtainable in Hongkong of SIEMSEN & CO.
Hongkong, 28th July, 1897. [a19]

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PRICE \$10.75 PER DOZEN

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Blend of Selected Distillations of the Finest Scotch Whiskies

Apply to SIEMSEN & CO. Hongkong. [a18]

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1.00 p.m. to 2.00 p.m. Every quarter of an hour

2.00 p.m. to 3.00 p.m. Every quarter of an hour

3.00 p.m. to 4.00 p.m. Every quarter of an hour

4.00 p.m. to 5.00 p.m. Every quarter of an hour

5.00 p.m. to 6.00 p.m. Every quarter of an hour

6.00 p.m. to 7.00 p.m. Every quarter of an hour

7.00 p.m. to 8.00 p.m. Every quarter of an hour

8.00 p.m. to 9.00 p.m. Every quarter of an hour

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10.00 p.m. to 11.00 p.m. Every quarter of an hour

11.00 p.m. to 12.00 a.m. Every quarter of an hour

12.00 a.m. to 1.00 a.m. Every quarter of an hour

1.00 a.m. to 2.00 a.m. Every quarter of an hour

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SIMPLE AERATED WATER. LEMONADE. SODA WATER. GINGER ALE. Sarsaparilla. RASPBERRYADE. TONIC WATER. LEMON SQUASH.
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DRESS TIES. DRESS GLOVES, &c., &c.

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IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

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HONGKONG. [a43]

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ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.
Chief Superintendent ... THOMAS SKINNER.
Superintendent ... ARCHIBALD RITCHIE.
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LADIES' and GENTLEMEN'S BLACK and BROWN WALKING SHOES.

GAMES of all kinds.

PLAYING CARDS in Great Variety.

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SALT SALMONBELLIES IN KEGS.

SALT SARDELLS IN TINS.

RUSSIAN CAVIAR IN TINS.

BONELESS ANCHOVIS, SARDINES AND MACKERELS IN OIL.

FRIED SWEDISH LAMPREYS IN OIL.

FRIED BALTIC HERRINGS IN OIL AND TOMATO SAUCE.

FRIED BALTIC DELICATESSES EEL.

SPROUTS IN OIL PRESERVED LAX. STUFFED AND PLAIN OLIVES.

FRESH GRUYERE, ROQUEFORT, CAMEMBERT, LIMBURGER, &c., CHEESE.

FRESH GERMAN METTWURST SAUSAGES.

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SLAZENGER'S E.G.M. TENNIS RACQUETS. [a36]

HAILEY & MURPHY.

CONSULTING ENGINEERS AND SURVEYORS.

60 & 62, DES VŒUX ROAD.

Telephone No. 187. Telegrams "Contract."

W. S. BAILEY, M.I. MECH. E.

E. O. MURPHY, WH. SC. A.M.I. MECH. E.

Hongkong, 4th January, 1901. [13]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

Wm. PARLANE, Manager

Hongkong, 17th February, 1899. [65]

JURY LIST, 1901.

NOTICE is hereby given that pursuant to the provisions of Section 6 of The Jury Consolidation Ordinance, No. 18 of 1887, I have this day caused to be posted, at the chief entrance to the Court House, a List of all Persons ascertained by me to be liable to serve as Jurors. The names of Special Jurors are shown therein in italics.

The said list will remain so posted until the 15th instant, in order that any person may apply by notice in writing to me requiring that his name or the name of some other person may be respectively either added to or struck off from the said list upon cause to be duly assigned in such notice.

J. W. NORTON-KYSHE, Registrar

Supreme Court, Hongkong, 1st February, 1901. [a46]

INSURANCE.

THE STANDARD LIFE ASSURANCE CO. is one of the largest and best known of the BRITISH LIFE OFFICES.
Funds exceed Nine Millions Sterling.
Annual Revenue over One Millions One Hundred and Fifty thousand.
For full Particulars, rates, &c., apply to DODWELL & CO., LIMITED, Agents.
Hongkong, 8th November, 1900. [1—1873]

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HONGKONG HOTEL

A First Class Hotel in every respect

Elegantly furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE. [50]

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City Office: 7, Duddell Street. [93]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP. The PEAK, near the Tram Terminus.

Tel. 56.

For Terms, apply to the MANAGER.

Hongkong, 2nd July, 1900. [53]

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A FIRST-CLASS PRIVATE HOTEL.

Handsomely furnished and Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMILIES by the DAY or MONTH. [51]

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished.

The Hotel is situated near all the Banks and Principal Offices in the Colony.

Special Attention paid to the Comfort of Guests.

Cuisine excellent; under Experienced Management.

Terms Moderate.

A. FONSECA, Manager.

Hongkong, 1st December, 1899. [52]

KOWLOON HOTEL.

THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden, it is an ideal place of Residence.

The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hongkong.

Bowling Alleys and Billiards.

The Cuisine is Excellent.

J. W. OSBORNE, J. H. DOWNS, Proprietors.

Hongkong, 8th September, 1900. [3096]

HING KEE HOTEL.

(ESTABLISHED 1873) MACAO.

THIS First-class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms.

Cuisine Excellent. Prompt Attendance.

Terms very Moderate.

L. HING KEE, Prop

INTIMATION.

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

- Per Case 1 doz.
- A—THORNE'S BLEND, White Capsule..... \$10.80
- B—WATSON'S GLENORCHY, MELLOW BLEND, Blue Capsule, with Name and Trade Mark..... 10.80
- C—WATSON'S ABELOUR-GLENLIVET, Red Capsule, with Name and Trade Mark..... 12.00
- D—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule..... 14.40
- E—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, GOLD CAPSULE..... 15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high-class Soda Whiskies, of greater age than most brands in the market.

ABELOUR GLENLIVET is a very old Peat Whisky (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.

E is of SUPERB QUALITY, AND PRO- NOUNCED BY LEADING LOCAL CONNOISSEURS TO BE THE BEST BRAND IN THE HONGKONG MARKET.

A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

DEATH.

On the 31st December, at Whitechurch, Salop, in his 26th year, ROBERT, only son of Thomas WINDSON, of Bangkok, Siam.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, CL

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 4th February, 1901

Most of us were inclined to believe that the acceptance by the Chinese Emperor of the preliminary points demanded by the Powers marked the first stage in the wearisome negotiations with the truculent Court at Hsianfu, and that henceforth it would be easier to arrange the outstanding differences between China and the Western nations. Reasoning, however, from what has since taken place, it daily looks more as if the nominal acceptance of the terms was but yet another shifty device to throw dust in the eyes of the Powers, and gain time pending the eventualities of "something turning up." The underhand dealings of China with Russia, of whatever nature they be, seem in some way connected with the policy of delay. It is suggested that Corea is involved in the deal. According to Japanese reports Russia has recently been re-commencing in Corea a policy of interference, and though in regard to Corea the peculiar sensitiveness of the Japanese as a nation on all topics concerning that peninsula, might lead us to lay the less stress on statements coming from Japanese sources, there is, we believe, too much evidence that the communications between the Russian representative and the Korean Court have been unfriendly. It is true that Russia from St. Petersburg has given a specific denial to all these reports; and we seem to be placed in the dilemma of either accepting her word, or of judging her by her acts rather than her promises. Now, while we have no reason whatever to doubt the sincerity of Russia's assurances that she is anxious to consolidate rather than to advance, we cannot afford to ignore the fact that she is still at that stage which has ever in the past proved itself fraught with danger for every nation which has assumed the part of military conquest. It was this identical cause that led to the sudden fall of the ancient Assyrian Empire at the height of its power. Assyria had spent her energies in strengthening her front, and had neglected to keep her centre in touch with her extremities. When the time came for an attack on her communications, she was

found helpless, and succumbed to the first serious blow. Russia, has in like manner ever kept her strength in front, while at the same time taking care to present a formidable armament in Europe. There is, however, little real sympathy between the extremes; Russia in Europe and Russia in Siberia are, in fact, rapidly becoming separate entities; and the two heads of the hydra, though nourished by the same heart's blood, do not always, nor perhaps often, beat together in unison. This is the opportunity offered to a statesman of the temperament of LI HUNG-CHANG, of which all through his long life he has ever taken advantage of. In this he acts on an instinct common to all delaying nations, and the only peculiarity is that he has for so long worked on the principle, and has done so in so astute a manner, that those on whom he has exercised his peculiar talent have been the last to recognise the fact. That Russia is perfectly cognisant of this source of weakness there is no doubt; and St. Petersburg would gladly pause, but her men of action are in front, and are impatient to take advantage of the opportunities offered from day to day. Over such men the central government has ever lacked control. It was in vain that men like CHEN-NAIEFF and KAUSMANN were placed under the hammer, or even disgraced, the work went on. Some local officer became engaged in an intrigue, which seemed to his chief to compromise his relations with his neighbours; these in the heat of passion were followed by hectoring demands, till at last the heated passions on both sides broke out in open violence. Such a position opens a world of possibilities to a man of LI HUNG-CHANG's antecedents; Corea, flanked on either side by Russia and Japan, offers an ideal opportunity; and no one knows better than the old tempter that if he blows the flame up to a certain height, the old heaven will become too powerful for the Court at St. Petersburg to restrain the ferment. Meanwhile the teachings of history are all being cast to the winds by the factors in this tragic comedy. The calm student recalls in vain to the heated actors the lessons of the past; and it has become useless to point out to Russia or China the inevitable dangers of the course on which both are bent.

The U.S. flagship *Brooklyn* arrived yesterday from Manila, and the French light-draught gunboat *Avantur* from Canton.

A marine of H.M.S. *Barfleur* was charged before Mr. Hagelard on Saturday with behaving in a disorderly manner in a shop at 7, Wellington Street, on the 1st instant, and assaulting two of the occupants. He was fined in all \$8, which sum he paid.

It is stated that a strong party of members of Parliament interested in the Chinese question is being organized with a view to active measures being taken in the coming Session to bring the whole subject of our policy in the Far East prominently before the House of Commons and the country generally.

To-night Harrold's Circus opens again and will present several new features that have been held in reserve hitherto. Of the performers whom we have already seen the Jansons must be credited with one of the greatest successes accorded any in their line, and they are certainly masters in athletics. The other items of the programme are excellent in their way, and make up a noteworthy programme. There will be a matinee on Wednesday, and on Friday evening next Manager Love will be the recipient of a complimentary Benefit, when several novelties will be presented.

Mr. Erich Georg says in his weekly share list, dated Hongkong, Friday, 1st February:—"Business during this week has been somewhat quieter, owing, no doubt, to the January settlements, which, however, have passed off very satisfactorily." Mr. Georg desires to point out that under the heading of Docks, Wharves, and Godowns he should have said:—"Hongkong and Whampoa Dock Company shares have further improved, but only unimportant lots have been done at 620 and 625 per cent. prem. cash; the closing quotation is 630 per cent. prem. buyers." The figures actually appeared as 520, 525 and 535, which was an error.

The entries for the Hongkong Jockey Club's Meeting on the 26th, 27th, and 28th instant, are now published. The following are the numbers entered for each race:—First day, Wongnei-chong Stakes—19, Victoria Stakes—21, Maiden Stakes (Australians)—18, Valley Stakes (Australians)—22, Fochow Cup—7, Hongkong Derby (Australians)—22, Lusitano Cup—21, Compadres' Cup (Australians)—21, Hongkong Cup—19, Encouragement Stakes (Australians)—22, Second Day, Flyaway Stakes—21, Great Southern Handicap—27, Garrison Cup (Australians)—20, German Cup (Australians)—17, Navy Cup—26, Exchange Plate—24, Jockey Club (Australians)—22, Tai Yauk Fong Cup (Australians)—18, Professional Cup—16, Gynkhama Stakes (Australians)—23; Third Day, Chinese Club Cup (Australians)—24, Grand Stand Stakes—27, Challenge Cup—35, Ladies' Purse (Australians)—23, "Blake" Challenge Cup (Australians)—19, Parsee Cup—27, Water Champion Stakes (Australians)—all winners, Consolation Stakes—30, Champion Stakes—all winners, Nil Desperandum Stakes (Australians)—24. Where it is not otherwise specified the races are limited to China ponies.

We publish to-day on page 5 a special article on "Change Doing," by Bee, also articles entitled "A View of Hongkong," "Russia and British Railway Interests," and "The Late Lord William Somerset."

H.E. Baron Speck von Steinburg, the new Consul-General for India and Ceylon, arrived at Calcutta ten days ago from Europe to relieve H.E. the Consul-General von Waldhausen, who is proceeding to Berlin early this month.

The following lieutenants have been promoted to be commanders, in recognition of their services with the Naval forces in China:—To date 1st January: George Holmes Borrett and John Frederick Ernest Green.

The P. & O. Company's R.M.S. *Australia* recently made a splendid run across the Right, and broke the record for the voyage from Adelaide to Fremantle. She accomplished the journey in 3 days 18 hours, which is stated to be the best time yet put up by any vessel on the trip between the two ports named.

The rumour has again been put in circulation to the effect that Sir Robert Hart intends retiring from the control of the Customs at Peking. The *L. & C. Express* states that it is in a position to give an absolute contradiction to this statement. The I. G. has never thought of giving up his post at the present critical juncture in the affairs of China, when his knowledge and experience of Chinese finances is more than ever necessary, adds our contemporary.

The orders regarding time-expired men of British regiments in India and China are said by the *Indian Daily News* to depend entirely upon the decision of the Home authorities as to when the state of affairs in South Africa will permit of drafts being sent to India. If full reliefs are carried out this cold weather, some 20,000 men would have to be sent to England, of whom 15,000 are time-expired. It is impossible to say, under existing conditions, when definite orders will be received.

The Japanese Government, says, it is stated, decided finally not to go in for a steam turbine driven torpedo-boat destroyer in the meantime, largely owing to the high coal consumption at some powers—a point which will no doubt be overcome in time just as the patient research of Mr. Parson has surmounted other and greater difficulties. The Japanese instead are going to have two 31-knot boats built by Messrs. Thornycroft. They are to be of 350 tons displacement, and will have engines to develop 7,000 h.p. They are, therefore, 35 tons larger with 1,200 h.p., more power than the ten boats built on the Thames last year to steam 30 knots.

The silence hitherto observed by the Russian Press with regard to the massacres of Chinese at Blagovestchensk by the Russian troops at last broken by the St. Petersburg *Vedomosti*. In making the announcement that the official investigation will be instituted "as soon as the Chinese trouble is ultimately disposed of," the Russian journal unhesitatingly avows that a dreadful "blood-guilt attaches to the authors and perpetrators of the Amur butcheries," but in some slight extenuation pleads the "rages and exasperation" under which the Russian soldiery acted. What was the cause of their exasperation? Many of the authors of the massacres were subsequently promoted, and a few of them received decorations. "If the official investigation be not made," says the *Herald*, "a lasting disgrace will rest upon Russia and the Russian Army."

Contrary to statements that have been made, the two new British battleships of this year's naval programme will not be of 18,000 tons displacement, but of 15,000, which is slightly in excess of that of the *Mejestic* type and similar to that of the new Japanese armoured ship *Hatsue*. These two new vessels, which will be named the *Queen* and the *Prince of Wales*, will be laid at Chatham and Devonport early this year. The main difference between the new vessels and the *Mejestic* and *Hatsue* may be seen from the following details:

	<i>Queen</i>	<i>Hatsue</i>	<i>Mejestic</i>
Displacement (tons)	15,000	15,000	14,300
Speed (knots)	18	19	17.5
Length (ft.)	400	400	390
Breadth (ft.)	75	56	75
Draught (ft.)	26	27	27
I.H.P.	18,000	14,000	12,000

The armament of the ships *Queen* and *Prince of Wales* will be of a very powerful character, and in each case the guns will cost £75,000. When each ship is ready for the request she will have cost one million sterling.

Recent events in China have provided the Emperor William with another opportunity for displaying his artistic faculties, says the *L. & C. Express*. His Majesty, we are told, has personally designed a memorial drawing in remembrance of the men and officers who have died in the Far East for the Fatherland. Numerous copies of it have been made by his Majesty's order, and sent to the relations of those killed in action or who have died from other causes in China. The drawing, which is said to be beautifully framed and under glass, and measures about 25 inches by 20, bears the following inscription:—"Memorial drawing in memory of (here follows the name of the deceased, with the dates of birth and death). He died for Emperor and Fatherland. Honour to his memory." The drawing represents Germania in a purple mantle, holding with her raised left hand a laurel wreath, and resting her right on a shield with the Imperial Eagle.

On the lower part of the drawing is the Imperial flag, with the Iron Cross and Christ's head in medallion form; next to which, on a gold ground, are the words:—"Greater love hath no man than this, that a man lay down his life for his friends."

It is proposed at Colombo to utilize the transport *Attantia* as a hospital ship for "Boer prisoners."

We learn from Washington that Mr. Oliver Williams has been appointed American Consul-General at Singapore.

Lieutenant A. T. C. Randle, 1st Battalion Shropshire Light Infantry, has been selected for employment with the Chinese Regiment.

A Bill has been introduced into the Ceylon Legislature placing a tax of Rs. 50 on every revolver in the Colony, and an annual imposition of \$1.25 for the use of firearms.

It is notified in the *Gazette* that Carpenter James Atwill has been specially promoted to the rank of Chief Carpenter in Her Majesty's Fleet, for services during the disturbances in China.

The death is announced of Major Alexander Serpa Pinto, the celebrated Portuguese explorer, and author of *How I crossed Africa*, at the age of 34 years. He was A.D.C. to the King of Portugal in 1889.

The first-class cruiser *Blenheim* was manned at Chatham on 1st ult., when she was commissioned for service on the China Station by Captain F. H. Henderson. She was joined by 593 officers and men, of this number 159 coming from Devonport from the cruiser *Hermes*, which was lately paid off.

According to the statement of one of the Italian ministerial papers, Italy is shortly to receive a coaling and commercial station in the Far East. The position to be acquired, we are told, is "the Bay of Nin-rod, near the Bay of Samun." The basis of this statement is probably the circumstance that some of the Italian vessels and troops are wintering in the Sound.

Private letters from the cruiser *Terrible* in dicata, says a service contemporary, that she will be ordered home in March, or three years after she was commissioned. The *Terrible* was the first great ship fitted with water-tube boilers to commence her trials; and although the *Powerful* was the first to finish there were not wanting experts, who attended the trials of both, who declared that the *Terrible* would prove the more successful ship of the two. So far, however, nothing has occurred to justify invidious comparisons, for both ships have realised expectations.

Not often has the Stock Exchange known such a day as the 29th December, when twenty-nine members, composing some thirteen firms, were declared defaulters. They are, says a home paper, the casualties in the great battle which has been raging for weeks past between the buyers and sellers of a certain group of mines, and the hard part of it is that most of them have come to grief in the course, not of speculation, but of legitimate business. It is understood that the main cause of the collapse was the inability of the buyers to pay for the shares which were to be delivered to them, and one cannot help feeling much sympathy with the jobbers who have suffered by their default.

Such adverse criticism has been expressed in Calcutta upon the statue of Lord Lansdowne which has been erected on the Red Road. His Lordship is represented as wearing the ordinary frock coat and the regulation Anglo-Indian helmet, and unless one makes a close inspection of the pedestal, there is absolutely nothing to show that the gentleman on horseback was ever anything more than an ordinary English gentleman of no particular position, states the *Indian Daily News*. The only other Viceroy represented without his State robes is John Lawrence, but that colonial monument has other characteristics to proclaim the greatness of the man. The effect of the helmet in the Lansdowne memorial is certainly bizarre, and rather discounts the intention of the subscribers.

Admiral G. W. D. O'Callaghan, C.B., who died recently at Rowland's Castle, Havant, was one of the oldest officers on the retired list of the Royal Navy, having entered the service on 29th May, 1823. He commanded one of the boats of the *Harrier* in two attacks upon Malay pirates, and, having been promoted to lieutenant in 1834, served in the boats of the *Andromeda*, *che* in an action with pirates in the Straits of Malacca, and was wounded. The merchants of Bombay presented him with a sword, and he received the thanks of the Chambers of Commerce at Calcutta and Madras. He attained the rank of captain in 1846, commanded the *Encounter* at the destruction of the Imperial camp at Shanghai in 1854, was presented with a service of plates by the English residents of Shanghai, and commanded an expedition for suppressing piracy in the neighbourhood of Hongkong. In 1856-57 he was engaged in all the early operations before Canton, including the capture of the Bogue Forts, and many minor affairs, and was senior officer in charge of the advance squadron for three months (China medal).

REUTER'S SERVICE.

LONDON, 31st January.

BRITISH SOUTH AFRICA.

General Lord Kitchener wires that De Wet, again attempting to invade Cape Colony, was engaged by General Charles Knox, 40 miles to the North of Taba N'Ch. No details of the engagement have come to hand. The *Daily Mail* says it is stated in Capetown that De Wet with a considerable force entered Cape Colony.

THE FUNERAL OF THE LATE QUEEN.

3,075 troops, including blue-jackets and all branches of the service, 125 Colonials and 20 of the Indian Army, will take part in the funeral procession through London, and 32,385 troops will line the route of the procession—stretching from Victoria to Paddington railway stations.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE LATE QUEEN'S FUNERAL.

LONDON, 1st February, 9 p.m.

PROCESSION LEAVES OSBORNE.

The funeral procession departed from Osborne, with the Grenadiers as a guard of honour, and massed bands of Marines and the Highlanders with their pipers playing marches behind the gun-carriage on which the late Queen's body was laid. The King and the German Kaiser, were in Admiral's uniform, the Duke of Connaught in General's uniform, the younger princes, English and Royal foreign, following. Then came the Royal ladies, and the military officers; eight abreast, closed the procession.

THE NAVAL SPECTACLE.

The Royal yacht *Alberta*, with an escort of torpedo-boats, conveyed the late Queen's coffin to Portsmouth through ten miles of warships fully manned, firing minute guns and with their bands playing funeral marches. The spectacle was solemnly grand.

LONDON, 2nd February, 7.30 p.m.

THE SCENE IN LONDON.

Record crowds witnessed the funeral procession from Victoria Station to Paddington through the Park. 32,000 troops, all cloaked, lined the route, and the houses were draped in purple and white. The King and the Kaiser were in Field-Marshal's uniform. The procession included a deputation from the German Army. Baron Hayashi represented Japan, but China was unrepresented.

THE KING AND JAPAN.

Crossing the Channel from the Isle of Wight to Portsmouth yesterday His Majesty the King saluted the Japanese battleship *Hatsue*.

SHANGHAI, 2nd February, 4.25 p.m.

THE SERVICES AT SHANGHAI.

Two Memorial Services were held at Holy Trinity Cathedral, Shanghai, to-day. The first was confined to the Army and Navy, including the officers of all nations, under the lead of Admiral Seymour and General Creagh. The troops present comprised Bluejackets, Marines, Artillery, Cavalry, Rajputs, Gorkhas, Sikhs, and Baluchis. The scene was most effective.

THE CIVILIAN CEREMONY.

The second service was for civilians, including the Consuls of all nations. The English, German, Japanese, and Customs Volunteers were present. The ceremony was held in "Queen's weather," and was a great success. The Rt. Rev. G. E. Monté, D.D., Bishop of Mid-China, and the Rt. Rev. F. R. Graves, D.D., the American Episcopal Bishop, officiated at the service, assisted by numerous clergy, both English and American.

GENERAL MOURNING.

General mourning was observed at Shanghai, all offices and places of business being closed.

SHANGHAI, 3rd February, 6.50 p.m.

FAR NORTHERN OBSERVANCES.

At Peking and Tientsin yesterday impressive Memorial Services were held in honour of the late Queen.

MANILA, 2nd February, 3.30 p.m.

THE CEREMONY AT MANILA.

The Governor, General MacArthur, with his staff, the general officers, Philippine Civil Commissioners, the Consuls, and numerous international representatives, including Chinese and Hindus, attended the funeral exercises at the Anglo-American Church here this morning.

THE CRISIS IN CHINA.

SHANGHAI, 3rd February, 6.50 p.m.

FORTHCOMING REFORMS.

A long Imperial Decree details the reforms suggested by the Emperor in 1898 and orders all viceroys and governors to report what reforms will be necessary when peace is concluded.

PARDON FOR A DISGRACED OFFICIAL.

Shen Tun-ho, who was banished to the frontier, on Kang-yi's complaint that he had dismantled the Woosung Forts, has been pardoned and appointed Governor of Kailan.

BURIAL OF OUR LATE QUEEN EMPRESS.

MEMORIAL SERVICES IN HONGKONG.

MAGNIFICENT FLORAL OFFERINGS.

Saturday was the day set apart for the burial of our late Queen-Empress. In Hongkong, as no doubt was the case in every other part of the British empire, the day was fittingly observed. Business was entirely suspended, not only the public offices and large mercantile houses closing their doors but the small tradesmen. Three memorial services were held in St. John's Cathedral, including one in the afternoon for Chinese. There was an impressive military service at half-past nine in the morning, and at half-past eleven the service for the general community took place. During the day a large number of beautiful floral tributes were laid at the foot of the Queen's Statue, and later on minute guns were fired by all the warships in the harbour.

THE MILITARY SERVICE.

At the Military Service the Cathedral was crowded to its utmost capacity by the different detachments forming the Garrison, and it will be readily understood that the scene presented was a most striking one. H.E. Major-General Gaseigne, C.M.G. (Commanding the Troops), and staff occupied seats to the front of the nave. The military bands occupied the choir stalls, and at the commencement of the service played with great effect the "Dead March from Saul," the hymn "Thy will be done" being subsequently sung. The clergy in attendance were the Bishop of Victoria and the Rev. W. Bannister, the Bishop preaching.

The Bishop took his text from the 21st verse of the third chapter of the Revelation of St. John, the Divine. To him that overcometh will I grant to sit with me on my throne. He said: "I remember it once before, remarked to me, what a grand thing it was for our Queen that day after day, and week after week, throughout the whole world, prayers went up, on her behalf. How often have all of you joined in such prayers, how often have you stood up in this church and joined in the words of our National Anthem, praying for our Queen, that God would send her victorious, happy and glorious. God save the Queen! And now our prayers for her are ended, and we have met together in sorrow to join our spirit with those who are this day committing her body to the ground. And yet as we meet together it ought not to be altogether with sorrow. Sorrow there undoubtedly is throughout the whole British empire; eye, and ear, beyond the limits of the British Empire. But yet as Christians we regard the call of our Queen from us not only with sorrow but also with joy; we have prayed for her again and again, and we know that God, who answers prayer, has answered our prayers on her behalf. In this life we have seen the way in which God has answered our prayers, and we believe—may we know our prayers—that God will answer the prayers we have offered in the world to come; and that as God has saved the Queen in this life, so he has saved the Queen for the life to come! And therefore this morning I wish you to consider the death of the Queen not so much with sorrow but with joy; and for that purpose I wish to bring before you briefly three victories and three thrones—three victories and three thrones given by God to our late beloved and honoured Queen. First, then, take the first victory. God gave to our Queen, upon the throne of empire, She was indeed a lover of peace, but still throughout her long reign there was almost continuous war. Thanks be to God, her own beloved England was not touched with war! But throughout the empire, on the borders of the empire, year after year her armies were engaged in fighting her foes; and year after year your prayers were answered, and year after year God sent her "victorious, happy, and glorious," year after year God spread the borders of her empire, until at last Queen Victoria was seated upon the throne of an empire greater in extent than any other empire that the world has ever seen. We talk sometimes of the great empire of the Romans in ancient days. Why, the Roman empire was a mere drop in a bucket compared with the empire of the Queen of England! And so God gave her victory over her foes and God seated her upon the throne of empire. Then, again, God gave to her a better victory and seated her upon a better throne. God gave her victory over temptation, victory over self, and He seated her upon the throne of love. Think for a moment what the temptations of such a position must have been! Think what great a young Queen, 18 years of age, came to the throne of so vast an empire how easy it would have been for her to have spent her time and used her position and her powers for herself! Many a ruler has used his position to enrich himself, for his own aggrandisement. It would not have been unnatural if it would not have been for our Queen to have done the same—to have left the cares of government to her advisers and to have lived for self and not for her people. But what did she do? She lived for her people and not for herself. She lived for us and for our welfare and not for her own pleasure or her own aggrandisement. And because she lived for us, because she knew that she loved us, therefore she loved her, and she occupied a throne in the heart of each one of her people. Far and wide, whatever the race, whatever the country, all who acknowledged her rule felt also the power of her sympathy and her love. She loved us, for instance, that during the past ten days here in Hongkong all her troops, of whatever nationality, have petitioned that they may be allowed to wear mourning in memory of their Queen! The feeling has not been limited to our regiment or to one race, but throughout the world, through-out the empire of our Queen, loyalty, eye, and more than loyalty, of deepest loyalty, are for our Queen. And why? Because we have known that our Queen loved us; because we have known that our Queen sympathised with us. Look at her life! Where was the poor outcast who lived near her who did not see the Queen coming quietly to the cottage in sympathetic tender love? Where was the poor, weak man who suffered from his business some mining accident? Or some other catastrophe, who did not realize that the first to sympathise, the first to help, was the Queen? Did not her soldiers know that when they went to fight they were followed by the prayers, by the love, by the sympathy—by the practical sympathy—of their Queen? Do not the sailors feel the same? Was there any part of her kingdom, of her empire, was there any section of her subjects, who did not know that the Queen's heart was big enough for them all, that the

Queen's heart took them all in? And, therefore, because they knew it, and because God had given her such victory over self that she could live for her people and for herself—therefore she had her throne upon the heart of each of her subjects. But there was a still better thing, a throne to which we believe she has now passed. God gave her not only victory over her foes, not only victory over temptation and over self, but also victory over death, and, as we faithfully believe, seated her now upon a throne of glory. "To him that overcometh," saith Christ, "will I grant to sit with me in my throne." We must not talk of our Queen as dead. She is not dead. She has changed her sphere of life, but she lives. More than a thousand years ago one of her ancestors, Edward the Confessor, turned to those who were weeping round him and said as he was dying: "Weep not for me, I shall not die but live, and as I leave behind me the hand of the dying I trust to see the blessings of the Lord in the land of the living." Our Queen does not die but live. She has left the land of the dying that she may enter upon the blessings of the Lord in the land of the living. Some of us talk of "the poor Queen," even as they talk of others when they die and call them poor. Why poor? There is no poverty in David's throne who has loved and served the Saviour. There is no poverty in the Queen left. She has left indeed great and vast empire. She has left much earthly happiness; she has left much earthly gladness; she has left that earthly happiness; and who mixed that happiness was? You know that again and again she suffered deep personal sorrow, and she had much mourning in her earthly life. Now she has gone where God wipes away all tears from all eyes. She has left her earthly glory, but that earthly glory was but temporal, and she has now entered into a glory which is eternal. She has laid down her crown; but that crown was but an earthly crown, a corruptible crown. She now has an incorruptible crown. She has left her throne, but she is seated upon a far better throne, far higher throne. "To him or to her that overcometh will I give to sit upon my throne," saith Christ, therefore, upon a throne prepared for her by Christ. Why should we mourn? Why should we be sorry? Sorry for ourselves, yes, but sorry for her, no—certainly no. No; God has heard our prayers; God has saved the Queen; saved her by His love; saved her by the blood of Christ; saved her from trouble, from sorrow, from care, from anxiety, from temptation, from sin; saved her from all the troubles of this present world and called her home to be at rest with Himself; saved her from all the real hard work that she has done day after day for more than three hundred years; saved her from that, and the Blessed are they who die in the faith, and the Spirit, "for they do rest from their labours and their works do follow them." Well may we thank God when we think of our Queen. Well may we join in St. Paul's song of triumph, "Oh death, where is thy sting; Oh grave, where is thy victory!" Thanks be to God, who giveth us the victory, who hath given her, the victory through our Lord Jesus Christ!

THE PUBLIC SERVICE.

Seldon has there been seen in the cathedral church of St. John the Baptist, Hongkong, so large, so representative, so mournful a congregation as assembled within it on Saturday last, when the residents of the colony, people of diverse races and religions, offered unitedly a last public tribute to the goodness and greatness of their late Queen-Empress whose interment was then taking place in England. And the service being dedicated to thanksgiving instead of mourning, the scene might well have been described as one of surpassing brilliance, for even the subtle drappings of the columns, pulpit and altar, the sombre garb of mourning worn by the vast number of civilians present, were unable to dim the brilliancy of the uniforms of the military, naval, civil and consular officers, who were present on behalf of their governments and services to demonstrate their sympathy and respect. When the service was commenced the scene was majestic in its impressiveness; the clergy were seated within the communion rails; in the chancel east of the choir were members of the congregation who it was impossible to seat elsewhere. The surplised choir occupied their usual position, and at the head of the nave were the numerous officers in scarlet and blue uniforms, with gold lace and glittering orders, whilst the congregation occupied the transepts, nave and gallery. The doors were thronged with Europeans unable to obtain seats, whilst behind them were packed throngs of Asiatics, attracted by the service, whose numbers round the church must have amounted to thousands. Many religions were no doubt represented in the church by those composing the congregation, but as the solemn service proceeded there seemed to be but one united act of worship, in which Christian, Jew, Mohammedan and Zoroastrian joined with earnest fervour, for men of the latter religions were seen to be present. Amongst the congregation were H.E. Sir Henry A. Blake, G.C.M.G., Lady Blake and Miss Blake, attended by Mr. R. F. Johnston, A.D.C.; Senhor Conselheiro J. M. de Souza Torres, O. Costa, Governor of Macao, attended by his A. D. C. Lieut. Carvalho and Lieut. Gouvea, and Captain Andros, commander of the Portuguese cruiser *Admiral*; Major-General Gascoigne, C.M.G., and Mrs. Gascoigne, with Captain the Hon.ble H. W. Trevelyan, A.D.C.; Colonel the O'Gorman and Colonel O'Gorman; Commodore Powell, C.B.; Admiral Bertie, R.N.F., and Mrs. Bertie, Major Morris and Mrs. Morris; Rear-Admiral Kirchhoff of the German Squadron, with staff, and German Naval Officers; Sir John Carrington, C.M.G., Chief Justice; Hon. J. H. Stewart Lockhart, C.M.G., Colonial Secretary; Hon. F. H. May, C.M.G., Captain Superintendent of Police; Hon. R. D. Ormsby, Director of Public Works; Hon. Basil Taylor, Acting Harbour Master; His Honour T. H. Sercombe Smith, Acting Police Judge; Hon. Leigh Guinness, K.C., Attorney-General; Sir Thomas Jackson, Senator A. G. Romano, Consul-General for Portugal; Dr. R. Lang, German Vice-Consul; M. L. G. Le Boer, French Consul; Chev. Z. Volpicelli, Italian Consul; M. Ostroff, Russian Consul; N. Post, Austrian Vice-Consul; P. Buro, Belgian Consul; M. Kato, Japanese Consul; W. F. Al. drich, Acting United States Consul-General; F. J. Haver, Dutch Consul-General for the Netherlands; J. M. Zwing, Spanish

Consul, and other consular officials; captains and officers of the British, German, French, Portuguese, and American men-of-war in port, and officers of the staff and regiments here.

The service did not commence until ten minutes after the appointed hour, and by this time there were between 1,100 and 1,200 people present, waiting accommodation having been arranged for 1,073. The Choir entered in solemn silence, the congregation rising, followed by the Clergy of the colony and naval chaplains, who were as follows: The Rt. Rev. the Bishop of Victoria, D.D.; the Rev. R. F. Cobbold, M.A., chaplain; Rev. F. T. Johnson, M.A., assistant chaplain, the Revs. J. C. Leishman, R.N., W. H. Meares, R.N., F. H. Jackson, R.N., C. W. Salisbury, R.N., E. H. Good, M.A., R.N., E. F. Harrison Smith, R.N., W. J. Southam, T. Wright, Fong Yat San, J. H. France, M.A., W. Banister. On the Choir and Clergy taking their places the thrilling strains of the "Dead March" from *Saul*, commenced the service, the congregation remaining standing with bowed heads. Then came the opening sentences of the Burial service for the Dead, following by the Psalm, *Domine refugium*, sung by the Choir to Barnby's setting in F. After the lesson Stainer's beautiful anthem "What are these arrayed in white robes" was rendered by the Choir, followed later by the hymn "Now the Labourer's task is o'er" to Dyke's impressive setting. Barely has the music been better sung by the Cathedral Choir than at this service, and in selection and rendition it was baffling the sad and solemn occasion.

The Bishop selected for his text the words—
"Faithful and Wise" from *Luke* xii. 42 and 43—
"And the Lord said, Who then is that faithful
and wise steward, whom his lord shall make ruler
over his household, to give them their portion
of meat in due season?" "Blessed is that
servant, whom his lord when he cometh shall
find so doing."

He said, "If the words of my text were spoken by our Lord in answer to a question put to Him by the Apostle, Peter, The Lord had been speaking of the importance of faithfulness on the part of the servants. St. Peter asked whether His words referred only to the Apostle or to all men. In reply Christ showed that all men are in the position of servants, to whom God has intrusted various gifts and powers, and who are therefore responsible to God for the use which they make of their trust. Those who are faithful to their trust will receive a reward; those who are unfaithful will meet with punishment. The Saviour further goes on to emphasize the truth that the greater the trust the greater the responsibility. "Unto whomsoever much is given, of him shall much be required, and to whom they commit much of him will they ask the more." Most appropriate therefore are the words of the Apostle, "Let us serve him as we are entrusted together to do."

may, it was the spirit with those who this day came to the ground the body of our most gracious Sovereign Lady Queen Victoria, who has been taken from us to rest from her labours in the presence of God. She was most truly God's steward. Let us study a few lessons with regard to her stewardship, that we may, as we study it, not only rejoice over her own great worth and work, but may also rejoice over our own, which Christ promises to increase, and into which first comes confidence that she has fully entered. And first let us note two conditions of her stewardship as described in our text. First, it was of Divine appointment. It was the Lord who made her ruler over His household. We are indeed taught in Scripture that all men are appointed of God to a stewardship; that our time, our strength, our abilities, our positions, are all "talents" intrusted to us by God, to be used for His glory, for which we are responsible to Him. But we are taught also that, in special manner, "the powers that be" are "ministers of God." It is therefore no empty form when our English Sovereigns are proclaimed "by the grace of God." We believe that they are "ordained of God"; we honour and obey them because it is so. And to our beloved Queen what strength it must have given, what courage, what assurance in executing judgment and righteousness to know that her appointment was of God Himself, that she was in very truth the "Minister of God," and that she was forever rely on Divine guidance and Divine help. At the same time how the thought must have deepened the sense of responsibility intrusted by God, to Him she was responsible; to Him she would have to render the final account of her stewardship. Then notice also that another condition of the stewardship is that it is to be used for the good of others. The steward is appointed "to give the household their portion of meat in due season." A ruler is appointed of God for the benefit of the people. There have been rulers who have used the power to enrich themselves, who have used their power solely for their own aggrandisement. Such rulers abuse their power, and are unfaithful to Him who appointed them. Rulers are appointed of God, as stewards of His gifts for the benefit of their people. With these conditions of stewardship in our

minds, let us turn for a short space to the life
 and reign of our late beloved Queen, and see
 how she fulfilled them. Here was indeed
 weighty stewardship. Never in the history of
 mankind has any man or woman been called to
 rule an Empire so vast as that of which she
 was the sovereign. Eyon at the time of her access
 to the Empire for surpassed in extent and
 population any of the great empires of the
 ancient world. Of late she has ruled over more
 than a sixth part of the habitable world,
 and considerably more than a sixth part of
 its population. In addition to that
 influence with the rulers of other nations
 has of necessity been maintained. I consider that
 things, not from any mean motive, I consider that
 the British Empire, but to
 come to bring clearly before your minds the
 tremendous (I can use no other word) responsi-
 bilities of the Queen's position. And when al-
 was called to assume these responsibilities, she
 was but eighteen years of age! True, she was
 great and wise advisers. True, she had for
 twenty-one years the help of her wise and noble
 Consort. Yet the burden was hers, and she
 she had to bear the ultimate responsibility alone
 for more than thirty years. How then did she
 Our text describes the qualifications
 of a good steward, and no words in the
 English language will better describe the
 character of our late most gracious Queen
 than those supplied us by our Lord Him-
 self—"Faithful and Wise." Faithful
 faithful to God who appointed her; faithful
 faithful to her people who were committed
 her care; faithful to the laws which she
 administered; faithful to her pledges; faithful
 diligent in work in life. Let me quote a
 striking incident to illustrate how, in her reig
 she maintained her faithfulness to her God a
 to her people. At the time when the Govern-
 ment of India was transferred from the E
 India Company to the direct rule of the Briti
 Crown, the Queen issued a Proclamation to t

inhabitants of India." The question of the relationship of the Government to Christian work amongst the natives had, for some time previous, been the subject of much discussion, and the part of the Proclamation which referred to that question had to be so framed as to meet the views which A. G. F. was considered and approved by the Cabinet, and sent to the Queen for signature. But the Queen objected to its spirit and wording, and requested that another draft should be prepared, indicating the line she wished to be adopted. This second draft she accepted in substance, but made certain emendations with her own hand. The word "neutrality" as indicating her attitude towards religion she erased from the document, and with her own hand and pen she was actually declaring the truth of Christianity, and acknowledging with gratitude the solace of religion, we disclaim alike the right and the desire to impose our convictions on any of our subjects." Further, at the end of the Proclamation, she added the words, "May the God of all power grant to Us and those in authority under Us strength to carry out these our wishes for the good of our people." Faithful to her God she loved her country, and she loved her Christianity, and placed her faith before India as a Christian Queen. Faithful to her people, she would not hamper or hinder their liberty of conscience. And as throughout her long and prosperous reign, her people trusted her; the world trusted her; because all men knew that she was *faithful*. And because she was faithful so she was wise. Faithful to Him who is the source of all wisdom, she received from Him the wisdom necessary for her great task, and she was wisely and bravely guided. He directed her paths. We can well imagine how, when she came to the throne, she must have echoed the prayer of Solomon, "Oh Lord my God, thou hast made thy steward Queen; and I am but a little child; I know not how to go out or come in. And thou

nor new in the world. The servant is in the midst of thy people which thou hast chosen, a great people that cannot be numbered nor counted for multitude. Give thy servant therefore an understanding heart to judge thy people, that I may discern between good and bad; for what is able to judge this thy so great a people? And the thing pleased the Lord and He gave her a wise and understanding heart. And, by this God-given wisdom she has reigned; by her wisdom she has strengthened her Kingdom; by her wisdom she has knit together the Empire; by drawing all hearts into one, focussing them upon herself. At the time of her coronation, the Dean of St. Paul's, Sydney Smith, preaching in the Cathedral said, "What limits to the glory and happiness of our native land, if the Creator should in his mercy have placed in the heart of this royal woman the rudiments of wisdom and mercy; and if giving them she would expand and to bless our wretched children with her goodness. He would grant to her a long sojourning upon earth, and leave her to reign over us till she is well stricken in years. What glory! what happiness! what joy! what bounty of God!" These words were indeed "a prophetic aspiration," and most richly has God answered the prayers of her people offered for her day and year by year. Most richly has

He blessed her, and in so doing has He blessed
 us, in giving us a Queen so faithful and so wise.
 "Blessed is that servant whom his Lord when
 He cometh shall find so doing." The words again
 seem to apply with peculiar emphasis to the
 Queen. In spite of her four-score years she was
 still "so doing," faithful and wise, when she
 came. No flagging faithful heart; no cloud
 of the wrong and clear brain. Still carrying
 on her shoulders, the Lord came and called
 us swiftly and peacefully to Himself. A
 blessed entrance to a blessed life, or rather a blessed
 entrance into the better life. Ah! my friends,
 and fellow-subjects, may we not indeed praise God
 for what He has done for us and for her. May we
 not praise Him and bless His Name that He
 gave us such a Queen? May we not praise Him
 that He made her what we are? May we not
 bless Him for the peace, and rest, and joy
 now given to His servant, faithful and wise.
 May we not close without remembering that
 there is yet another lesson that we may learn
 from her life, besides that of thanksgiving.
 There is the lesson to be learned from her
 example. For we too are stewards. To
 each one of us has God given "talents," and
 some more, to some less, to some ten, to
 some five, to some one. To each of us has He
 given his or her work to do; abilities and op-
 portunities and powers to be used in His ser-
 vice. To each of us can for a moment compare
 our position or duties with those of our Queen,
 but we must all remember this, that be our
 trust great or small, it is a trust, a trust from
 God Himself. Your life, your powers, your po-
 sition, your influence, whatever they may be
 are given to you by God Himself, to be used for
 the benefit of others to God's glory. May we
 make each one of us to grant that when our
 stewards: May we grant that when our
 Lord has found our beloved and honoured Queen
 Victoria.

The old hymn "O God our help in ages past" was then sung, followed by the final prayers and benediction by the Bishop.

The service terminated with Beethoven's "Marche Funèbre," impressively played like the opening voluntary by Mr. A. G. Ward, the organist, after which the choir and clergy left in silence, and the congregation dispersed.

THE JEWISH SERVICE

At the Jewish Synagogue in its temporary situation above Seymour Terrace a Memorial Service to her late Majesty Queen Victoria was held yesterday morning. In the absence of a Rabbi, Mr. S. A. Joseph prepared and delivered the following address and prayer:

"My dear Fellow Congregants: We have assembled here to do honor to our last tribute to a monarch who loved Queen. It is our duty morally and religiously. To shed tears, to grieve and to mourn the loss of a righteous person is considered by our religion as a meritorious action, so it is not the feeling of gratitude and loyalty alone that brings us together to-day; the occasion has its religious claims also. It has been said by one of our most illustrious Rabbis that 'The unmerciful man does make monuments for his rights; the merciful man makes monuments for them, equally well.' It is completely this saying is exemplified in the case of our beloved Queen! Can her memory perish from the mind of man? Will it be possible to write the history of the 19th century with her name left out?

I propose to take for my text to-day the passage in Issaiah, Chap. xxi. v. "Open ye the gates, that the righteous nation which keeps the truth may enter in." The biblical conception of the truth may enter in, that the gates of Heaven on this verse to point out the gates of Heaven to all righteous people, be it Jew or Gentile. The use of the word "Goy" which means equally a nation or a Gentile, especially commonly used as showing the truth of Heaven is not exclusively the Jew's portion. It is not necessary to be an Aaronite, a Levite, or an Israelite in order to inherit eternal life and happiness in the world to come. Another illustrious Rabbi, a President of the Great Synagogue, said "If a Gentile lives up to the law, he may be esteemed the equal of the Jew." For it is written in Leviticus Ch.

strive to be. "Thou shalt therefore keep my statutes and my judgments; whoso if a man do he shall live in them: I am the Lord." He lays emphasis on the use of the word "man," and includes in that term any man of whatever religion or creed. The paraphraser Jonathan who flourished over nineteen hundred years ago, before the time of this great Rabbi, and Aquinas who lived in the first century of the Christian Era, both explained the phrase "Thou shalt live in them," mentioned in the text, as meaning eternal life, thus showing that, no one leading a virtuous life is deprived from enjoying it. Truly then the portion of our Queen in the happiness of the world to come is assured!

Ecclesiastes, Chap. vii. v. 1. is translated - A good name is better than precious ointment; and the day of death than the day of one's birth. This translation is not a clear one. In the original the idea of the death and birth is connected with the possessor of a good name, meaning that the day of his death is better than the day of his birth. The life of our Queen affords a beautiful illustration of this text. When she was born, no one dreamt that such a great and virtuous ruler was destined to grace this earth, whose high qualities as wife, mother and Queen would make her an example for all time; but the day of her death sees all heads bowed in reverence before her grave and all tongues making her praise.

of the Ethics of the Fathers, Rabbi Simeon says: "There are three crowns, the crown of the Law, the crown of the Priesthood, the crown of Royalty; but the crown of a good name exceeds them all." She has attained all those four crowns, the crown of the British Empire, the greatest the world has ever seen; the crown of the law, for there was no sovereign more obedient to the Law than she herself; the crown of the Priesthood, for she was the High Priestess of the Church and Defender of her Faith, and the crown of a good name which is her highest praise, and which will endure as long as the memory of man will last. Happy is the nation which has produced such a ruler, and happy is the generation which saw her. Indeed a good name is better than precious ointment, and the day of death than the day of one's birth.

In reflecting upon what special-blessing to pray for on behalf of her successor and the Empire over which she ruled, I am confronted with the same difficulty which the wayfarer felt in that beautiful parable in the Talmud. The wayfarer was thirsty, hungry and footsore, when he saw a tree bearing luscious fruit, giving a pleasant shade, and nourished by a stream rippling clear by. He partook of the fruit, rested in the shade, and refreshed himself in the stream; and when about to depart, addressed the tree, he said: "Oh tree! How good is the fruit, how good would wish that I could eat thy fruits, your fruits as sweet as these, as if I would wish thee pleasant shades, your shades are pleasant enough; if I would wish for a cool stream to run clear by thee and nourish thee, thou hast it already. What then shall I ask for thee? I shall ask this, that may every branch and offshoot that springs from thee be like thee," and in the same spirit we pray that every successor of our dear Queen

SPECIAL PRAYER.

Sovereign of the Universe, and Lord of Lords. In Thy hands are the life of every creature, and the soul of every human being. There is no God but Thee, and no saviour but Thyself. All things were created by Thee and are the work of Thy hands. Thou hast made the world and the fulness thereof, the heavens and all their hosts.

O! One God! Creator of the world! Thou dostest all that Thou pleasest and there is none in the highest or the lowest regions to say unto Thee, "What dostest Thou," or what wastest Thou, for all are Thy creatures and the work of Thy hands. Thou hast ordained

O God, that all who are born are to die, and that
 it has pleased Thy Divine will to take from us the
 bride of our eyes and to remove from our heads the
 crown of our glory, and to take from our hearts
 the crown of Thy Majesty and Sovereign Victoria, Our hearts
 are sore and our grief is heavy at this great and
 irreparable loss.

O Lord, King of the Universe! May it be
 acceptable to Thee to hearken to the humble prayer
 that we lay before Thee, with tears and broken
 hearts, to admit into everlasting life the spirits
 of all the faithful and upright, and the
 Righteous of all time, the soul of this virtuous Queen
 under the protection of whose rule we have enjoyed the
 blessing of Thy peace and the fruits of Thy
 law, and the benefit of laws, and of the love and motherly
 care which she extended to all her subjects of
 whatever creed or nation. Give her, we beseech
 Thee, O Lord, that she may be admitted to
 of that light reserved for the Righteous in the world
 to come, which no eye hath seen, but Thine, O Lord.

Be merciful Father! In Thy merciful pity, comfort
 the hearts of all Thy people, and daughters, and of
 all the Royal Family, and comfort also our hearts and
 the hearts of the various races and nations who we
 have brought her less to-day. Comfort us all in our
 affliction.

Let her enter into peace, let her rest in her bed
and let her magnitudes go before her—Amen.

Psalm 134. was then sung and followed by the
Kingship.

PRAYER FOR THE KING AND THE ROYAL FAMILY

May he who dispense salvation unto kings and
dominion unto princes. Whose kingdom is an ever-
lasting kingdom. Who delivered his servant David
from all tribulation and from all distress. Who
is the God of the fathers, who is the God of
the sea, and a path in the mighty waters, bless,
preserve, guard, assist, exalt and raise unto a high
throne our most gracious sovereign King Edward
the 7th, his Royal Highness Prince of Wales, Prince
of York, and all the members of the Royal Family.
May the Supreme King of Kings exalt and raise him
on high, and grant him a long and prosperous reign
as his Supreme King of kings, through the
intercession of his Holy Mother the Virgin Mary,
and of all the Saints and Angels, and of our
benevolence towards us, and all Israel our brethren.
In his days and in ours may Judah be saved, and
Israel dwell securely, and may the Redeemer come
from Zion.

May this be the will of God, and not in say-

PARSEE MEMORIAL SERVICE.

The Committee of the Parsee or Zoroastrian Religious Fund in Hongkong, under their President, Mr. H. N. Mody, held a Special Memorial Service for the late Queen Empress Victoria at their premises in Elgin Street at 3 o'clock on Saturday. Almost the whole of the community met for the special occasion, and general prayers were first offered and certain religious ceremonies in commemoration of the dead performed in accordance with the rites and tenets of the Zoroastrian religion. A special prayer was said by the President, Mr. Mody, in a very impressive and effective manner, and the whole congregation devoutly joined in offering this prayer after him.

The prayer was as follows:—
Blessed be the name of Holy Ahura-Mazda.
Hear the voices of our prayer, O Ahura-Mazda.
Holy, Heavenly, Pure, Be gracious unto Thy
Thy Magdanyans, Merciful, and satisfy
with Thy mercy: Vouchsafe to us Merciful
Creator that our late blessed Gracious Sovereign
Queen-Empress Victoria be partaker of ever
lasting glory in Thy Kingdom of Heaven.
She, the Bravadi of the Pure, put her trust in
Thee: she was led into righteousness and justice
by the multitude of Thy divine mercy and
grace, and set on the throne that ever judy
rightly, ministered to the well-being, peace, and
prosperity of the Christian Nations, and of the
Thy Magdanyans, and hasten to have the
of our many years and three; and ministered
the edifying of her earthly kingdom for ever
increasing strength and durability to the ever

lasting glory of Thy goodness and Thy
name. Therefore, O Most High, Most
favourable to Thy, recollect her to the glory of
eternal life in Thy imperishable Kingdom
of purity, and let her rest under the shadow
of Thy throne in heaven and on earth, for
in the number of Thy elect Amasaspinda.
We, Thy humble unworthy servants of the
Zarathustrian religion, give Thee, Father of all
Mercies, most humble and hearty thanks for all
Thy goodness and loving-kindness to us and to
all her other subjects during her glorious
sovereignty on this earth, and we beseech Thee
to give Thy ear to our prayer for her bless-
edness which growth from our unfeigned lips and
from the faintness of our hearts.

THE QUEEN'S STATE.

The base of the Queen's Statue on the Praya which was erected to commemorate the Diamond Jubilee of Her Majesty, is semi-circled with floral wreaths and other tributes of respect from Hongkong residents. Many of the tokens are tastefully designed, and bear the most appropriate expressions of sincere veneration. Immediately at the foot of the statue is one from the Hongkong General Chamber of Commerce, a St. George's Cross, encircled by a broad wreath of white chrysanthemums, &c., in the centre being a black velvet shield bearing the letter "Y" in gold thread. A broad silk band bears the words "Hongkong General Chamber of Commerce." The Freemasons of Hongkong provide a handsome wreath, of white chrysanthemums, &c., and blue flowers in the centre. The Royal Welsh Fusiliers are fully represented, there being four wreaths from the Regiment. The first, with a broad black satin band tied in a lover's knot, bears the following inscription on a card:—"In respectful and loyal memory of our Sovereign Lady Queen Victoria, from the Officers and Men of the Royal Welsh Fusiliers." The second has the following words:—"In devoted memory of our Most Gracious Queen Victoria: From the Sergeants and Bn. Royal Welsh Fusiliers." The third is a wreath surmounted by a St. George's and a St. Andrew's Cross combined and inscribed as follows:—"To the memory of our Beloved Queen Empress: From the N. C. O.'s and Men of the Royal Welsh Fusiliers." On the left of these the fourth is a beautiful wreath bearing the words "In loving memory of our Queen, from the women of the Royal Welsh Fusiliers." Another prominent offer is that of the Farces Company, placed on the right side of the statue, and which reads:—"To Her Majesty the Queen, from the Farces Company, 1897." The words woven in silk,—"To Her, the Good Ruler, the Pious Queen, Oct. 22 1901."

The Governor of Macao with the Portuguese Consul-General and others placed a beautiful wreath on the front base of the Statue, tied with ribbons of the Portuguese national colours. This wreath was placed by Senhor Komano in person, and while he was doing so H.E. the Governor of Macao, Lieutenant Carmilhaes and Gouveia, the commander and officers of the cruiser *Adamastor*, and a large number of the Portuguese community, who had all proceeded on foot to the Statue after the Memorial Service, uncovered and respectfully saluted. The "Italian Residents" have also con-

tributed a floral offering side by side with the Austro-Hungarian and German Consuls and the Royal Engineers. On the right front is a token in the form of a huge white ribbon, bearing in gold letters the names of the different ships of the British Fleet in the harbour. Another beautiful wreath with palm leaves and a varied assortment of flowers beautifully arranged, and surrounded by a broad white satin ribbon, is from the German community. It bears there following inscription in silver: "Dem Andenken unserer Kaiserin Königin Victoria." In Tiflis Ehrenbüchse Gwidimskij. The Deutschen Hongkonger. The wreath and ribbon are the last thing word—From their

Chinese Justices of the Peace." "From the Members of the Hongkong Club." "A Chee and Co." "From Luns, Crawford and Co. In loving memory of our Beloved Queen;" "A Token of loyal devotion from the Hongkong Police Force." "V.R." "From the Chinese Club." "Tung Wah Hospital." "From the Hongkong Chinese Chamber of Commerce." "From the District Waterworks Committee." "In Chin Kai, Messrs Reisch & Co.'s compatriots." "From Po Leung Kok." "From the Chinese Chamber of Commerce." "In Memory of our loved Queen, From I. E. and S. Hongkong." "From the Institute of Engineers and Shipbuilders;" "From the Jewish Community." "Many daughters of the German Colony." "From the Chinese Chamber of Commerce." "From the Hongkong Volunteer Corps." "From Mr and Mrs Charles H. Lammert, etc. A floral shield was placed on the monument by the Committee of the Club Germania, the shield showing "V" in violets and a ribbon in the German colours bearing the inscription "Club Germania." The

staff at Department of Agriculture contribute a beautiful wreath, as also the Hongkong Branch, Chinese Association, the French Consul, Hongkong Club and Lieut. Colonel Welch and officers of 5th Hyderabad Infantry Regiment. The Filipinos showed their respect for our late Sovereign by placing a prettily arranged wreath of red and white carnations, roses, forget-me-nots, and other flowers, with black leaves, the whole covered with black gauze, the loose end of the knot tying the gauze and the leaves of the flowers being decorated with bearing the letters in gold, "From the Filipino Residents." Mr. and Mrs. Danby also placed a large chrysanthemum wreath on the Statue. We have already noticed the little tributa with the inscription, "From a grateful pensioner." "Watkins, Limited" deposited a wreath on the Statue with the floral design "V. R." in the center.

SERVICE AT CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 2nd February.

A special service in memory of the late Queen Victoria was held at Christ Church, Shameson, on Saturday morning, the 2nd February, at 11 a.m., at which the largest congregation of different nationalities that ever assembled in the Shameson Church met to manifest their respect for her late Majesty. Among these present were the Consular body, the Taoist Kung Shin Tean, representing the Acting Viceroys of Liang Kwang, the naval officers and marines, and nearly all the foreign residents of Shameson. The Rev. H. G. Johnson

about 24 acres of reclaimed land at Mu'wa Colombo, have been set apart for coaling grounds, and the Ceylon Government intends to erect coaling jetties off the ground without further delay, states a Ceylon paper.

FATAL FIRE IN QUEEN'S ROAD.

FOUR DEATHS.

Outbreaks of fire, more or less serious, are an every week occurrence in the Colony, but rarely are they attended with fatal results. This unfortunately cannot be said of an outbreak which occurred yesterday morning, shortly after six o'clock, on the first floor of premises situated at 201, Queen's Road West, occupied by a Chinese lantern and scroll-maker. The highly inflammable nature of the stock quickly gave the fire a strong grip of the building, and the flames spread with a rapidity that was simply amazing. From the immediate vicinity of the outbreak there arose one great sheet of fire, caused by the ignition of the Chinese lanterns, which could be heard exploding with a report like that of a whip in the hands of a strong man. This sudden and startling development was totally unlooked for, and practically cut off all means of escape from the floor above, which was used as a dwelling house, and occupied by six people—a married woman and her nephew (a boy of 16), a servant girl aged 12, a servant boy aged 18, and two *foks*. The nephew and one of the *foks*, by breaking down a partition and clambering over the verandah, managed to make their way to an adjoining house and safety, being only slightly burned in their passage. The noise caused by the breaking down of the partition apparently roused the other inmates, but by the time they fully realised the peril menacing them, the fire had secured a firmer hold and now completely enveloped them. Clambering over the rail of the burning verandah, the second *fok* jumped to the street, and sustained shocking injuries. Both legs were broken, the bones projecting through the skin above the knees. He was picked up and conveyed to the Government Civil Hospital, where he died soon after admission: The Fire Brigade, under Captain Superintendent May, was early in attendance, but the flames, as already stated, had obtained such a firm hold that all the brigade could do was to prevent their spreading, in which, happily, they were entirely successful, although the flames had obtained a slight hold of the houses on each side. The whole place, eye-witnesses say, seemed to go up in one great blaze, and there was hardly any smoke. When the outbreak had eventually been overcome, on the verandah were found the bodies of the woman and the servant girl and boy. They were not greatly burned, and death was apparently due to suffocation. The bodies were removed to the mortuary, where they await identification. The first and second floors were gutted, but the shop itself emerged comparatively safe, the greater part of the damage resulting there being caused by fire. The premises are insured for \$1,700 with Messrs. Hotz, Jacobs & Co.

The only theory the police at present hold regarding the origin of the fire is that someone had carelessly thrown Chinese crackers among the lanterns stored on the verandah from one of the houses in the vicinity, which overlooked the building. Arson, from the fatal results attending the outbreak, is not suspected. Strange to say, Saturday, when the shop was closed out of respect to the memory of the late Queen, was the first day that these lanterns were stored on the verandah. They are usually hung in long rows outside the shop, but for convenience on the day in question they were temporarily stored in the place indicated.

CHINGWANGTAO.

We were informed by telegraph some time back that the British Government had secured an eight months' lease of the important port of *Chingwangtao* on the understanding, as conveyed through Admiral Seymour, that the branch railway and landing stage were completed forthwith, so as to enable our troops and stores to be landed during the winter for our operations in North China. As soon as the order was given by the British Admiral the work was pushed forward with all speed. We now learn from a Peking correspondent who writes to the *Globe*, that suddenly without warning, Tillard, the Senior Naval Officer, gave orders, acting under a telegram from the Admiralty, sent to Admiral Bruce in command of *Taku*, to suspend all operations. Needless to say, the order was received by those who were making every effort to complete the work with something little short of dismay. It was well known that the officers of the Allied armies were anxious to see the works completed, although for the moment the cause of their interest was not so apparent as it was the British Government that had secured a lease of the port. At last the cause of the sudden order from Downing Street has been explained. It appears that the other Powers did not like the idea of Great Britain leasing this port, which is being made by British workmen and British capital. They wanted to have the use of it also, and it is evident that as long as *passports* were passing, it was decided to suspend operations. It now transpires that while the British Government retain authority over the port (whatever that may come to), the Allies are to be allowed to use it and are to share the cost of the lease. The work of construction has now been recommenced; the railway, which is a very level one, presents few engineering difficulties, and the rails will soon be laid, while there is little doubt that by the time this letter reaches you the jetty will also be practically finished. By this means communication with Tientsin will be possible throughout winter. The Germans are quite the people in possession here and at Tientsin. They are placarding all the streets "German as Ketteler Strasse, Kaiser, Strasse &c. They are a wonderfully assertive race. L. and C. Express.

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Every House Comfort.
Electric Bells throughout the Hotel.
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Electric Fans.
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SARKIES BROTHERS,
Proprietors.
Hongkong, 16th August, 1900. (321)

CHANGE DOINGS.

The financial stringency to which I alluded
last month, and which had prevailed more or
less during the whole of last year, having
considerably eased off, the January settlement
passed off in a most satisfactory fashion.
Instead of the dreaded "slump" that had been
foreshadowed, we had, on the contrary, a very
sharp rise all round, which continued down to
the very day of settlement.

The heaviest settling was in Lands and
Indos, and both were cleared off with apparent
ease, the market at no time appearing over-
loaded. Holders of the former stock must have
felt considerable satisfaction when they found
their confidence in the concern was amply
justified, as was shown by the excellent state-
ment before the meeting. The closing
cash rate is \$200, ex div., and on time business
was done for March and April on the same
basis.

The Bank's statement (subject to audit) for
the final half-year has been made known, and
a magnificent statement it is too. The cry
"dull times," which has been heard all round in
consequence of the Chinese crisis, is still ringing
in our ears, and yet this Bank manages to pile
up its millions of profit, alike unhindered and
unharmful by political disturbances, be they
produced by the machinations of the wily
Mussolini in Far Cathay, or the obstinacy of
the doubly Boer in South Africa. Verily, it
is a magician's wand that the great "Tasjany"
wields. In the face of such results it seems in-
conceivable that the market should be adversely
affected, nevertheless it has so happened. The
reason for this anomaly perhaps is not far to
seek. It had been an open secret for some
time that the profits would be "a record," and
it was generally understood that a bonus of
twenty shillings would be declared. Even in
"high quarters" it was so anticipated, and in
this, of course, the "expectant crowd on the
curbstone" followed suit. Naturally, the dis-
appointment was very keen when it became
known that a ten shilling bonus was declared.
Judging from mere figures, a twenty shilling
bonus was not an unreasonable expectation. It
will be remembered that two years ago a twenty
shilling bonus was declared, when the profits
were not quite up to the present figures, and
the Reserve Fund stood at ten millions, while
now that Fund stands at twelve and a
half millions, presently to be increased
to thirteen and a half. However, there is
nothing to crouch for. The present value is a
seven per cent. investment, and this should be
good enough for the most exacting investor.
Since the figures were published business has
been very limited, only a few small lots chang-
ing hands at 369 and 364 for March and April
respectively. Cash-shares were booked at 350,
and a point under. A waiting game is being
played by the "big bugs," who are looking for-
ward to a "slump" in March, the settlement
for that month being undoubtedly heavy. But
none verities.

Donks, since the resolution for the con-
version of the Reserve Fund into capital, was
finally confirmed, have been caroling merrily
upward, the highest point touched being 630
per cent. cash. Forward business was trans-
acted at more than equivalent rates, and 677 1/2
per cent. for August was willingly paid.
In connection with the conversion of the Re-
serve Fund into capital, an impression seems
to prevail that the capital so converted will not
bear any dividend, or rather that the same
dividend hitherto given will be spread over both
the old and new capital. Such a suggestion is
obviously absurd, for it would really amount
to this, that the old shares will get less
return than heretofore. Surely it was not to
attain this result that those concerned worked
so laboriously, to say nothing of the heavy legal
expenses incurred by the company. Of course,
the day may come when the Dock Company will
have to declare a smaller dividend, but that will
be in the event of its earning power diminishing.
Present indications, however, do not point
in that direction.

In the shipping line a good deal of activity
has been displayed. Indos have been very much
to the fore, going up by leaps and bounds.
Cash shares are extremely difficult to obtain,
offers of \$110,000 cash, towards the settlement,
hardly meeting with any response. A consider-
able time business has been put through, \$116
for June being the highest reported. It is a
matter of common knowledge that this com-
pany has had a wonderfully good year. There
can be no doubt it has seen its worst days and
may safely be recognised as a good investment.
Both China Mail and Steamships have at-
tracted attention, the former touching \$75 cash,
and \$79 for March, recording a little latterly.
Steamships were done up to \$354 cash. The
Company has just declared its usual dividend of
\$1.20, besides a bonus of 30 cents.
Sugars were strongly enquired after in the
last few days, which caused them to make a
rapid advance, \$122 cash falling to bring out
shares. It is said that this sudden demand is
caused by the intended change of duty in Japan.
Lemons also were booked at \$39, closing in
some demand.
Kowloon Wharves have improved their posi-
tion somewhat, and buyers would be prepared
to pay \$91 for shares.
Hotels, after touching \$125, appear to be out
of favour again at a point lower. There is a talk
that the half-yearly statement will not come up
to expectation.
Humphreys have been well to the front for
some time, their position further improving by
the Chairman's statement that the dividend for
the current year is already assured.
A hand-to-mouth business has been doing in
Cement, more at \$197 than \$20.
A department, which had hitherto been very
much neglected, the Insurance group, claimed
a good deal of public attention of late. Both
the Fire Companies advanced several points,

China up to \$35, and Hongkong to \$315.
The former, however, have weakened a little
since. China Traders moved from \$52 up to
\$56 with a fair business.

Hongkong Cottons have played a see-saw game
during the month. When it was seen that the
General Agents were prepared to provide fur-
ther funds a rush was made for shares. The
rate of \$8, at which they then stood, was soon
pushed into double figures, rising finally to \$22.
This latter figure tempted several holders, who
anxiously came in the market, to be among the
first to realise. The result, as was to be ex-
pected, was an overloading of the market and a
rapid decline, the rate closing at \$14 sellers.
It seems "a great pity" that such a large indus-
trial institution should have had the checkered
career it has had, but it has now got over most
of the difficulties it had to contend with. Its
year production is being readily bought up by
the Chinese, and as the demand for that is now
more regular, its future certainly looks full of
promise.

ESA.

A VIEW OF HONGKONG

The first number of the *London and China
Express* for 1901 gives a review of China
during the year 1900. Under the heading of
"Hongkong" our weekly contemporary has the
following—

Our own correspondent has given to the
readers of this journal (1st August last) an
admirable account of the island and its con-
ditions looked at from the point of view of an
old Eastern resident and traveller, and has
pointed out some drawbacks to the local legi-
slation and local regulations for part of the trade
of the colony. We need not here repeat his
arguments, but we may reiterate the fact that
Hongkong is just as capable of managing its
municipal affairs as is Shanghai or Singapore;
and that any attempt to place the colony in
leading-strings is doomed to ultimate failure.
It is impossible to follow in detail all the
various local companies that must so largely
tend to the colony's prosperity, but we may
point out that there are, in Shanghai, many
ideal investments are found, based on a
silver and unchanging basis, and absolutely
independent (except in so far as the first cost
of machinery is concerned) of exchange. The
Hongkong and Whampoa Dock Company is
perhaps typical of this class of company, com-
bining good Eastern management with enlarged
Eastern ideas, and avoiding the fussy and often
ignorant interference of a home Board. There
is no necessity to refer here to the Hong-
kong and Shanghai Banking Corporation. By
its dividends shall you know it, and it affords
another proof, if proof were needed, of the
great advantage from local management, know-
ledge, and we may add, local backing up. It
is one of the best examples of Eastern co-opera-
tion, and no doubt the local industries to which
we have referred find material support from its
dollar capital. A most favourable report has been
issued regarding the new British territory, and
this is an object-lesson in the matter of dealing
with a new community. Confidence has been
established, and the inhabitants of the Sam-
shui Valley are said to be jealous of the privi-
leges enjoyed by their brother Chinese under
British rule. Silver exists in Lantau, Kaulin is
found on the coast, and it is hoped that a
valuable coal-breeding industry may develop.
The general business of the colony is an in-
creasing scale, and with reference to the ton-
nage statistics given in these columns at this
time last year it may be mentioned that the
tonnage entering the port during 1899 totalled up
to 18,101,306 tons. The German community
in the colony is sharing in its general pros-
perity, and finding a double advantage in its
absence of conscription and in the good order
that prevails. It is to be hoped that many of
the features of Hongkong Government may be
gradually reproduced in the development of
Kiaochow, and that the colony will be a better
example of successful colonising. A return giv-
ing the death rate for Hongkong during the past
twenty years shows that its sanitary position has
been gradually improving, and that during the
last five years the average rate (excluding naval
and military populations) has been (including
plague) 23.67, and (excluding plague) 19.68.
While on the subject of health it is well to men-
tion that the new Ordinances demanding larger
cubic space in native houses has met with much
opposition among the Chinese. The subdivision
of rooms is restricted by the Ordinance, and the
number of people in a certain area is limited.
This is not in accordance with native ideas, and
the Ordinance could not be fully enforced. Much
complaint has been made as to the disgraceful
condition of the coinage of Hongkong; the
absence of copper coins (owing to a premium in
their value and consequent hoarding) causing
much hardship among the Chinese. And it is
evident that the matter cannot be allowed
to remain in its present unsatis-
factory condition. In the matter of amuse-
ments the colony is maintaining its old
reputation. The races flourish as of old, and
we notice among the owners' names that of
John Peel, a cognomen reminiscent of a
very old resident and of his famous stang.
Fartan is not now permitted on the racetrack,
though, logically enough, the club sweeps
survive. The "Old Volume Society" shows
that literature is not neglected, while the fact
that Lady Blake entertained a number of
Chinese ladies at dinner in Government House
marks a new departure in connection with a
formal function of this kind. The establish-
ment of a school at Kowloon is one more step
in the civilising direction, while the smooth
working of the Act for the Protection of
Women and Children shows what can be done
by wise legislation to improve the well being
of the natives. There is no reason why Hongkong
should not go on and prosper. Its position
close to the mainland gives it unexampled
opportunities for commercial development, and
as an aid to local industries it has a constant
supply of cheap, willing, untiring, and, we
must add, sober labour.

A HELPLESS CRIPPLE!

N. Bengert, of Norborne, says:—For nineteen
months I lay helpless cripple from Rheumatism.
The weight of my body was reduced from 170 lbs.
to 130 lbs., a proof of the terrible pain I had to
endure. During all this time, I sought a cure,
but after using everything I heard of, such as
anesthetics, electricity, Turkish Baths, and above
all useless employing physicians, I considered
myself incurable, especially so, when the last
physician told me that he would not accept any
more money from me, as the case was beyond
his human grasp. At this time I noticed your
advertisement in one of the morning papers. I
ordered Little's Oriental Balm with very little
hesitation, but I was surprised after using 2 to
3 bottles. I was greatly improved and the con-
tinued use of your wonderful remedy cured me,
with the help of God, of Rheumatism.
For my part I shall do all in my power to
spread its merits. Sold at Re. 1 per bottle.
Agents for Hongkong:—THE VICTORIA
DISPENSARY, LD. [217-1]

RUSSIA AND BRITISH RAILWAY
INTERESTS.

Dr. Morrison telegraphed to the *Times* from
Peking on the 2nd ult. as follows:—
The British Government, having acquiesced
in the decision of Count von Waldersee where-
by Russia was accorded the undivided military
occupation of the Tientsin-Shanghai railway,
can now contemplate the result of their
compliance. A convention regarding this
essentially British railway is now being nego-
ciated between the Russian and German mili-
tary authorities, whereby Russia, undertaking
to withdraw all Russian troops from the
province, to deliver the railway to the Russian
New Year to the German Commander-in-Chief
on condition—(1) that Russia shall retain half
the rolling stock of the entire railway for the sec-
tion from Shanghai to Newchwang outside
the Great Wall, which is also in Russian
occupation; (2) that Russia shall hold a lion on
the railway within the Wall for the expenses
incurred in repairs—although done with railway
property—and in transport operations during
the Russian occupation; (3) that Russia shall
appropriate the important workshops at Shan-
ghai with all their contents.

Since no German interests are involved,
Count von Waldersee is expected to sanction this
arbitrary disposition of property mortgaged to
British bondholders. The railway, saddled with
these conditions, will then be restored to the
British military authorities. The British are
endeavouring to modify the conditions. Russia,
during her occupation, has systematically pilaged
the workshops, completely emptying the Shan-
ghai workshops and transferring every thing
portable, even the Shanghai steam engine from
the Newchwang railway to the Russian Manchurian railway.
The negligence of our interest in Northern
China and the conciliatory attitude adopted by
the British in the railway negotiations in St.
Petersburg have resulted in creating the fol-
lowing situation—Russia is strongly installed
at Shanghai, which commands the winter
approaches to Peking; Russia holds New-
chwang; Russia is in possession of the railway
from Shanghai to Newchwang, the freight
and earning of which are mortgaged to British
bondholders; Russia, from Shanghai, can
construct through easy country over 204 miles
a railway bringing her to Peking.

THE LATE LORD WILLIAM
BERESFORD.

Lord William Beresford, says a service con-
temporary, was as popular in his walk of life
as his well-known brother, Lord Charles. His
road to distinction, however, was by way of
the sister service. He joined the 14th Hussars
as cornet when only 20 years old. Exchanging
into the 9th Lancers, he gained his lieutenantcy
in 1870, and seven years later his captaincy.
During this period he had no opportunity to
show the stuff he was made of other than by
risking his neck on every possible occasion when
there were races to be run and hurdles to be
jumped. But in 1877 the Jewel was broken, and
his regiment was in India. This was his first
experience of active service, but by no means his
last. His dash, bravery and cool courage
under the most trying circumstances soon
brought Lord William Beresford under the
notice of his superior officers. He was men-
tioned in despatches early in his fighting career.
He continued fighting with the troops from
1879 to 1882, going through the Zulu war with
Lord Chelmsford and being present at the battle
of Ulundi, when over 20,000 Zulus, commanded
by Cetshwayo himself, enveloped the British in
the open country and sought to annihilate them
by sheer weight of numbers. It was at this de-
cisive battle that Lord William won the Victoria
Cross. Everyone knows the story—how he rode
out of the ranks, and at the imminent risk of
death, rescued a wounded trooper from the
grasp of the enemy.

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Hongkong, 18th October, 1900. (2682)

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Jewelry, Cashmere Shawls, Ivory, Sandalwood
and Tortoiseshell Wares, Curiosities and Fancy
Goods.

INSPECTION IS SOLICITED.
Hongkong, 8th November, 1900. (27)

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HUGHES & HOUGH,
Agents for Hongkong. (49)

ON SALE.

DEMY OCTAVO, p.p. 248, Price, \$2.50.
WARRIKE EXPLOITS OF THE
MERCHANT NAVY, by J.
FETHERSTONHAUGH.
Published at Hongkong Daily Press
Office, and to be had from all Booksellers.
Hongkong, 12th December, 1894. (523)

INTIMATIONS

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Oculist-Optician, of London and Calcutta,
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ending in serious forms of disease. Glasses
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them save and preserve the sight.

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cate a deficiency in the form of the eye requir-
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DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	PROMETHEUS	Brit. str.	—	Day	BUTTERFIELD & SWIRE	To-morrow.
LONDON, &c. VIA PORTS OF CALL	COROMANDEL	Brit. str.	—	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 16th inst. at Noon.
LONDON	ALCINOUS	Brit. str.	—	Pulford	BUTTERFIELD & SWIRE	On 19th inst.
LONDON	SHANGHAI	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	On or about 21st inst.
LIVERPOOL	LEION	Brit. str.	—	Robinson	BUTTERFIELD & SWIRE	On 3th Mar.
BEENEN, VIA PORTS OF CALL	GLAUCOS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th inst.
MARSEILLES, LONDON & ANTWERP, V. S'PORE, &c.	HAMBURG	Ger. str.	—	A. Kroch	MELCHERS & CO.	On 6th inst. at Noon.
MARSEILLES, LONDON	KANAGAWA MARU	Jap. str.	—	J. McKensie	NIPPON YUSEN KAISHA	On 8th inst. at Daylight.
MARSEILLES, &c. VIA PORTS OF CALL	JAVA	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 9th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, V. S'PORE, &c.	SADO MARU	Jap. str.	—	W. Thompson	NIPPON YUSEN KAISHA	On 11th inst. at 1 P.M.
MARSEILLES, HAVRE, CHAGEN, & BALTIC PORTS	SIAM	Ger. str.	—	—	MELCHERS & CO.	On 22nd inst. at Daylight.
HAVRE & HAMBURG	SILERIA	Ger. str.	—	Bahl	CARLOWITZ & CO.	Quick despatch.
HAVRE & HAMBURG	FRIDUR	Ger. str.	—	Proesch	CARLOWITZ & CO.	On 9th inst.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 28th inst.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 5th Mar.
TRIESTE, &c. VIA PORTS OF CALL	SIBIRIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On or about 15th Mar.
NEW YORK VIA PORTS & SUEZ CANAL	MARIA TERESA	Aus. str.	—	Rasewich	SANDER, WIELE & CO.	On or about 25th Mar.
NEW YORK VIA PORTS & SUEZ CANAL	POLARSTJERNEN	Brit. str.	—	—	DODWELL & CO. LIMITED	On 14th inst. P.M.
NEW YORK VIA PORTS & SUEZ CANAL	FOLMINA	Brit. str.	—	—	DODWELL & CO. LIMITED	On or about 5th inst.
NEW YORK VIA PORTS & SUEZ CANAL	EMPEROR OF INDIA	Brit. str.	—	Petersen	CANADIAN PACIFIC R. CO.	Quick despatch.
NEW YORK VIA SHANGHAI, &c.	TACOMA	Brit. str.	—	O. P. Marshall, R.N.R.	DODWELL & CO. LIMITED	On or about 9th Mar.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	CITY OF PEKING	Amer. str.	—	A. Dixon	DODWELL & CO. LIMITED	On 13th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	GALIC	Brit. str.	—	—	TOYO KISEN KAISHA	On 1st Mar.
SAN FRANCISCO VIA SHANGHAI, &c.	BEIJIAN KING	Brit. str.	—	—	PACIFIC MAIL S. S. CO.	On 7th inst. at Noon.
SAN DIEGO, &c. VIA MOUL, &c.	CHANGSHA	Brit. str.	—	—	P. & O. S. N. Co.	On 14th inst. at Noon.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	—	C. W. Haswell	BUTTERFIELD & SWIRE	On 23rd inst. at Noon.
AUSTRALIAN PORTS	CHIHUI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst. at 4 P.M.
YOKOHAMA & KOBE	TIENSIN	Brit. str.	—	C. D. Bennett, R.N.R.	NIPPON YUSEN KAISHA	On 22nd inst. at 4 P.M.
KOBE & YOKOHAMA	TAMBA MARU	Jap. str.	—	J. W. Wale	P. & O. S. N. Co.	To-morrow, at Daylight.
NAGASAKI, KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.	—	N. Tait	NIPPON YUSEN KAISHA	On 13th inst. at Daylight.
SHANGHAI	KASHING	Brit. str.	—	C. T. Denny, R.N.R.	NIPPON YUSEN KAISHA	On 22nd inst. at Noon.
SHANGHAI	BOMBA	Brit. str.	—	—	P. & O. S. N. Co.	To-day, at 10 A.M.
SHANGHAI & JAPAN	AKASHI MARU	Jap. str.	—	S. Barcham	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI, NAGASAKI, HIGO & YOKOHAMA	KIAUTSCHOU	Jap. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	On or about 16th inst.
POOCHOW VIA SWATOW & AMOY	HAITAN	Jap. str.	—	—	G. M. Montford, R.N.R.	On or about 28th inst.
SWATOW, AMOY & FOOCHOW	AKASHI MARU	Jap. str.	—	K. Suzuki	MITSUI BUSSAN KAISHA	Quick despatch.
SWATOW, AMOY & TAIWANPOO	HAITAN	Jap. str.	—	Roach	DOUGLAS LAFRAIK & CO.	On 13th inst.
MANILA, CEBU & ILOILO	PERLA	Brit. str.	—	S. Aisumi	MITSUI BUSSAN KAISHA	On 6th inst. at 3 P.M.
MANILA	SUNGKIANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
MANILA	CHANGSHA	Brit. str.	—	R. W. Almond	SHEWAN, TOMES & CO.	To-morrow, at 5 P.M.
SINGAPORE, PENANG & CALCUTTA	SUNING	Brit. str.	—	Taid	BUTTERFIELD & SWIRE	On 9th inst.
SINGAPORE, PENANG & BOMBAY	BORINDA	Ital. str.	—	Sartorio	JARDINE, MATHESON & CO.	On 15th inst. at 4 P.M.

SHIPPING.

ARRIVALS.
Feb. 1, CHIRLI, British str., 1,158, Newcomb, Shanghai 29th Jan., General.—BUTTERFIELD & SWIRE.
Feb. 1, KACHIDATE MARU, Jap. str., 2,143, Fushiki, Kutchinotzu 27th Jan., Coal.—MITSUI BUSSAN KAISHA.
Feb. 2, AMARA, British str., 1,065, C. J. Mat-ford, 28th Jan., Coal.—JARDINE, MATHESON & CO.
Feb. 2, ANPING MARU, Japanese str., 1,053, S. Atsumi, Anping via Amoy and Swatow 1st Feb., General.—MITSUI BUSSAN KAISHA.
Feb. 2, PERLA, British steamer, 1,274, R. W. Almond, Manila 31st January, General.—SHEWAN, TOMES & CO.
Feb. 2, PROMETHEUS, British str., 3,385, R. Day, Shanghai 31st Jan., General.—BUTTERFIELD & SWIRE.
Feb. 3, BROOKLYN, U.S. flag, 9,200, Chas. M. Thomas, Manila 31st Jan.
Feb. 3, HONGKONG, French str., 362, Panier, Hongkong 30th Jan. and Hoihow 1st Feb., Bies & R. MARY.
Feb. 3, PARANATTA, British str., 2,354, C. Denny, R.N.R., Bombay 16th Jan. and Singapore 25th, Mails and General.—P. & O. S. N. Co.
Feb. 3, AVALANCHE, French torpedo-boat, 150, L. Tonnellier, Canton 2nd February.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
2nd FEBRUARY.
Machens, German str., for Swatow.
Dajin Maru, Japanese str., for Swatow.
Macduff, British str., for Moji.

DEPARTURES.

Feb. 2, PENINSULAR, British str., for Europe.
Feb. 2, CANTON, British str., for Saigon.
Feb. 2, WURU, British str., for Yokohama.
Feb. 2, KACHIDATE MARU, Japanese str., for Kutchinotzu.
Feb. 2, MONGKUT, German str., for Bangkok.
Feb. 2, TURBOISAN MARU, Jap. str., for Moji.
Feb. 2, CHIRLI, British str., for Canton.
Feb. 3, DAJIN MARU, Jap. str., for Swatow.

VESSELS IN DOCK.

ABERDEEN DOCK.—Hansa, Belgian King.
KOWLOON DOCK.—S.M.S. Hansa, S.M.S. Luchs, Garonne, U.S.S. Isla de Leon, Empress of India, Zohair, Nanyang, Avaron, U.S.S. Demington.
COSMOPOLITAN DOCK.—Loyal, Duhan, Choufa.

SHIPPING REPORTS.

The British steamer *Anara*, from Moji 28th Jan., had strong N.E. monsoon and high seas. The British steamer *Prometheus* from Shanghai 31st Jan., had strong southerly breeze to moderate gale.
The British steamer *Perla*, from Manila 31st Jan., had heavy N.E. monsoon with high sea and overcast weather.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
Adolph Oberg, American ship, Amesbury.
Standard Oil Co.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA (FLORENCE AND RUMATINO UNITED COMPANIES).
STEAM FOR SINGAPORE, PENANG AND BOMBAY.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEBRON and GENOA, also VENICE and TRIESTE, all Mediterranean and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship
"BORINDA,"
Captain Sartorio, will be despatched as above on WEDNESDAY, the 13th inst. at Noon.
At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 2nd February, 1901. [6]

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Steamship
"HAITAN"
Captain Roach, will be despatched for the above ports TO-DAY, the 4th inst., at 3 P.M.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO.,
General Managers.
Hongkong, 1st February, 1901. [349]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship
"SUSANG"
Captain Tadd, will be despatched as above TO-MORROW, the 5th February, at NOON.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 29th January, 1901. [367]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"PERLA"
Captain R. W. Almond, will be despatched as above TO-MORROW, the 5th inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 1st February, 1901. [395]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
With Liberty to Call at MANILA.
THE Steamship
"POLARSTJERNEN"
will be despatched for the above ports on or about the 5th February, and will be followed by the Steamship
"FOLMINA"
about the middle of February.
For Freight, apply to
DODWELL & CO. LD.,
Agents.
Hongkong, 28th January, 1901. [118-3291]

IMPERIAL GERMAN MAIL LINE.
STEAM FOR SHANGHAI, NAGASAKI, HIGO AND YOKOHAMA.
THE Imperial German Mail Steamship
"KIAUTSCHOU"
OF THE HAMBURG-AMERIKA LINE,
due here with the outward German Mail about the 5th inst., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 2nd February, 1901. [8]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR SINGAPORE, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE.
(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS)
THE Company's Steamship
"MARIA TERESA,"
Captain Rasewich, will be despatched as above on THURSDAY, the 14th inst. P.M.

For information as to Passage and Freight, apply to
SANDER, WIELE & CO.,
Agents.
Hongkong, 2nd February, 1901. [6]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SILEZIA	HAVRE & HAMBURG	On 9th } Freight and Passage.
FRIDUR	(London with transshipment in Hamburg)	On 9th } Freight.
SAXONIA	HAVRE & HAMBURG	About 29th } Freight.
BAMBERG	(London with transshipment in Hamburg)	About 5th } Freight.
SIBIRIA	HAVRE & HAMBURG	About 15th } Freight.
	(London with transshipment in Hamburg)	About 25th } Freight and Passage.

These steamers have superior accommodation for passengers and carry a doctor and a stewardess.
For further particulars as to Freight, Passage, etc., apply to
CARLOWITZ & CO.,
AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.
Hongkong, 19th January, 1901. [8]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	PARANATTA	10 A.M. 4th Feb.	Freight or Passage.
	C. T. Denny, R.N.R.	Feb.	
KOBE	TIENSIN	Daylight	Freight only.
	C. D. Bennett, R.N.R.	Feb.	
MARSEILLES AND LONDON	JAVA	Noon 9th Feb.	Freight or Passage.
	G. W. Gordon, R.N.R.	Feb.	
LONDON, &c.	COROMANDEL	Noon 16th Feb.	See Special Advertisement.
	F. W. Vibert, R.N.R.	Feb.	
SHANGHAI	BENGAL	About 16th Feb.	Freight or Passage.
	S. Barcham	Feb.	
LONDON	SHANGHAI	About 21st Feb.	Freight or Passage.
	A. F. Street	Feb.	
SHANGHAI AND JAPAN	BOMBAY	About 28th Feb.	Freight or Passage.
	G. M. Montford, R.N.R.	Feb.	

PASSENGER SEASON, 1901.
MARSEILLES AND LONDON DIRECT
Without Transshipment.
For Further Particulars, apply to
A. M. MARSHALL,
Acting Superintendent
Hongkong, 2nd February, 1901. [1]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
TACOMA	2,811	A. Dixon	March 1
VICTORIA	3,502	J. Pantou	March 8
DEUX OF FIVE	3,821	J. S. Cox	March 15

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.
HONGKONG to LONDON, £32.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.
HONGKONG to NEW YORK, £48.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 44 days. Magnificent scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG to VICTORIA AND TACOMA, £55.
The best route to the KLONDIKE GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DYLA and other Points on application.
Rates of Passage to other Ports on application.
A Special rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO. LIMITED,
General Agents.
Hongkong, 19th January, 1901. [11]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY ... 6th February.
SACHSEN	WEDNESDAY ... 20th February.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY ... 8th March.
BATERN	WEDNESDAY ... 20th March.
STUTTGART	WEDNESDAY ... 3rd April.
KONIG ALBERT	WEDNESDAY ... 17th April.
PRINZ HEINRICH	WEDNESDAY ... 1st May.
PRINZESS TRENE	WEDNESDAY ... 15th May.
PREUSSEN	WEDNESDAY ... 29th May.
HAMBURG (Hamburg-Amerika Linie)	THURSDAY ... 13th June.
SACHSEN	THURSDAY ... 27th June.
KIAUTSCHOU (Hamburg-Amerika Linie)	THURSDAY ... 11th July.

ON WEDNESDAY, the 6th day of February, 1901, at Noon, the Steamship "HAMBURG," of the HAMBURG-AMERIKA LINIE, Captain A. Kroch, with MAILS, PASSENGERS, SPECIFIC and CARGO, will leave this Port as above. CALLING AT NAPLES and GENOA. Shipping Agents will be granted till Noon on MONDAY, the 4th February, Cargo and Spools will be received at the Agency's Office until Noon, on Tuesday, the 5th February, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 5th February. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
AGENTS.
Hongkong, 24th January, 1901. [9]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).
EMPEROR OF INDIA ... Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 13th Feb., 1901.
EMPEROR OF JAPAN ... Comdr. H. Pybus, R.N.R. ... WEDNESDAY, 13th Mar., 1901.
EMPEROR OF CHINA ... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 3rd April, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, etc., apply to
D. E. BROWN, General Agent,
Felder's Street.
Hongkong, 17th January, 1901. [10]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 8th Feb., at DAYLIGHT.
TAMBA MARU	KOBE and YOKOHAMA	FRIDAY, 15th Feb., at DAYLIGHT.
SADO MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 22nd Feb., at DAYLIGHT.
ROSETTA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 22nd Feb., at NOON.
N. Tait	HAMA	FRIDAY, 22nd Feb., at 4 P.M.
KASUGA MARU	SYDNEY and MELBOURNE, via CANBERRA, THURSDAY ISLAND, TOWNSVILLE and REISBANE	FRIDAY, 22nd Feb., at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, etc., apply to the Company's Local Branch Office at Prince's Building, First Floor, Clater Road.
A. S. MURARA,
Manager.
Hongkong, 1st February, 1901. [13]

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR SWATOW, AMOY, AND TAIWANPOO.
THE Company's Steamship
"ANPING MARU,"
Captain S. Aisumi, will be despatched for the above ports on WEDNESDAY, the 6th February, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 23rd January, 1901. [18]

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.
(ROB. M. SLOMAN & CO., HAMBURG).
FOR NEW YORK VIA SUEZ CANAL.
THE full-powered Steamship
"ALRENGA,"
Captain Petersen, will be despatched for the above port on or about 9th March.

For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 22nd January, 1901. [209]

THE UNDERLYING GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.
For Freight and further particulars, apply to
DODWELL & CO. LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897. [12]

VESSELS ON THE BEATH.
OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL
LONDON	"PROMETHEUS"	Day	On 5th Feb.
LONDON	"ALCINOUS"	Pulford	On 19th Feb.
LONDON	"IXION"	Robinson	On 5th Mar.
LIVERPOOL (Taking Cargo at London Rates)	"GLAUCUS"		On 19th Feb.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 28th January, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, CEBU and LYOLO	KAIKONG	On 5th Feb. 4 P.M.
SHANGHAI	KASHING	On 5th Feb.
YOKOHAMA and KOBE	CHIHAI	On 6th Feb.
MANILA	SUNGKIANG	On 9th Feb.
CHANGSHA		On 15th Feb. at 4 P.M.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	CHANGSHA	On 15th Feb. at 4 P.M.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd February, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU."

Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 13th February.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 31st January, 1901.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG:

CITY OF PEKING (via

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)

THURSDAY, Feb. 14, 1901, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)

TUESDAY, Mar. 12, 1901, at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)

SATURDAY, Apr. 6, 1901, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 14th February, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 23rd January, 1901.

VESSELS ON THE BEATH.
CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

In CONNECTION WITH THE ATCHAFSON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

SS. "BELGIAN KING" On 6th Feb.

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO and SAN FRANCISCO via HOULI, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, the 6th February.

Through Bills of Lading issued to any point in the United States:

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs at San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, China and Japan.

Hongkong, 2nd February, 1901.

[14]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)

THURSDAY, Feb. 7, 1901, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)

SATURDAY, Mar. 2, 1901, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)

THURSDAY, Mar. 28, 1901, at Noon.

THE Twin-Screw Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 7th February, 1901, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 14th January, 1901.

[15]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CENTRAL AND AMERICAN PORTS.

THE Company's Steamship

"COROMANDEL,"

Captain F. W. Vibert, R.N., carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 16th February, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 4th February, 1901.

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NOTICES TO CONSIGNEES

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SIBIRIA,"

Captain Braun, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Options: Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY, the 29th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th February, at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents.

Hongkong, 29th January, 1901.

[370]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"DEUCALION"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Kowloon Godown Co., Ltd.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 4th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 8th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 12th instant.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1901.

[15]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"BINGO MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 7th instant will be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 10th inst., or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 1st February, 1901.

[403]

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—From London, via S. A. Mulla.

Goods not cleared by the 7th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

A. M. MARSHALL, Acting Superintendent.

Hongkong, 1st February, 1901.

[1]

HONGKONG STEAMERS.

Amara, British str., 1,586, Matlock, Feb. 2.

Jardine, Matheson & Co.

America Maru, Jap. str., 3,490, Going, Jan. 28.

Toyo Kisen Kaisha

Anping Maru, Jap. str., 1,038, Atami, Feb. 2.

Mitsui Bussan Kaisha

Belgian King, British str., 2,170, Weles, Jan. 25.

Butterfield & Swire

Bingo Maru, Jap. str., 3,570, Davies, Feb. 1.

Nippon Yusen Kaisha

Cassius, German str., 1,435, Gerlach, Jan. 23.

Leats, Wegner & Co.

Cebu, American str., 648, Fuchusagani, Jan. 28.

Holiday, Wiese & Co.

Chowfa, Ger. str., 1,155, Williamson, Jan. 12.

Melchers & Co.

City of Bombay, British str., 2,046, Morr, Dec. 28.

Dodwell & Co., Limited

Daphne, German str., 1,290, Nissen, Jan. 16.

East Asiatic Trading Co.

Deucalion, British str., 4,472, Reay, Feb. 1.

Butterfield & Swire

Devonwong, German str., 1,057, Textor, Feb. 1.

Butterfield & Swire

Empress of India, British str., 3,003, Marshall, Jan. 22.

C. P. R. Co.

Fausang, British str., 1,410, Mitchell, Jan. 29.

Jardine, Matheson & Co.

Flintshire, British str., 2,109, Dwyer, Jan. 4.

B. M. Kaisha

Foon Moon, German str., 1,820, Wallis, Jan. 24.

Siemssen & Co.

Haitan, British steamer, 1,138, Roach, Feb. 1.

Douglas LaPraik & Co.

Hansa, German steamer, 1,200, Schall, Jan. 5.

Siemssen & Co.

Hongkong, British str., 862, Pannier, Feb. 3.

A. B. Marty

Hainchi, British str., 1,385, Klopfer, Jan. 27.

Chinese

Kaifong, British str., 1,024, Pennestatter, Jan. 30.

Butterfield & Swire

Kutsang, British str., 1,940, Bradley, Jan. 27.

Jardine, Matheson & Co.

Kvarren, Norw. str., 1,574, Komits, Jan. 13.

Butterfield & Swire

Loyal, German str., 1,237, Lorenson, Jan. 4.

Sander, Weller & Co.

Macdonell, British str., 1,882, Glegg, Jan. 25.

Dodwell & Co., Limited

Machew, German str., 1,088, Farrell, Jan. 29.

Melchers & Co.

INTIMATION.
SPECIAL ANNOUNCEMENT!FIFTY-TWO
SHORT
COMPLETE
STORIES
FOR 1901.

THERE are now appearing weekly in the HONGKONG DAILY PRESS a Series of SHORT STORIES written by the leading Novelists.

Each story is copyrighted and will be completed in two bi-weekly instalments. The following is the list of the Story Writers—

BLANCHE WILLS CHANDLER.
B. W. CHAMBERS.
MRS. L. T. MEADE.
SILAS H. HOCKING.
HELEN MATHERS.
REV. S. BARNES-GOULD.
ARABELLA KENNELLY.
GUY BOOTHBY.
MRS. ALEXANDER.
MORLEY ROBERTS.
THE QUEEN OF ROMANIA.
ALFREDON GIBSON.
KATHARINE S. MACQUIDD.
FERGUS HUME.
MRS. C. N. WILLIAMSON.
HALLIWELL SUTCLIFFE.
"RITA."
J. MARSHALL MATHER.
KATHARINE TYNNAN.
A. ST. JOHN ADOCK.
MARY LOVETT CAMERON.
WILLIAM WESTALL.
ADELINE SERGEANT.
FRED WISHAW.
JAMES BARLOW.
TOM GALLON.
MAY CROMMELIN.
JAMES BAKER.
MABEL QUILLER-COUCH.
A. J. DAWSON.
THE LADY MIDDLETON.

The following will appear during February and March—
CHRISTABEL COLERIDGE, "The Lady Dress-maker."
E. EVERETT GREEN, "Sir Oliver's Hobby."
REV. S. BARNES-GOULD, "A Dartmoor Idyll."
LUCY HARDY, "Supposed to have Frowned at Sea."
JOHN FOSTER FRASER, "The Transformation of Theresa."
THE QUEEN OF ROMANIA, "Decollet's Daughter."
H. J. ASHCROFT, "My Sailor Boy."
FRED WISHAW, "The Tontine of the Loyal Uphires."

NOTICE OF REMOVAL.

THE Offices of the

HONGKONG DAILY PRESS,

CHUNG NGOI SAN PO,

CHRONICLE & DIRECTORY.

have this day been Removed to

14, DES VŒUX ROAD CENTRAL.

Entrances: East Lane, recently Messrs. Wenzel & Co.'s Office, behind Messrs. Shawan.

Tones & Co.'s premises.

Hongkong 1st May, 1900.

[1099]

CHUNG NGOI SAN PO

(Chinese Daily Press).

PUBLISHED DAILY.

is the oldest and still immovably the best medium for Advertising among the Native Community.

Established for nearly FORTY YEARS.

circulates largely throughout Southern China, Indo-China, etc.

Terms for Advertising (Translations free) can be obtained at the Office, 14, Des Vœux Road, Central, Hongkong, 131, Fleet Street, London, or from the different Agents.

Documents translated from or into Classic or Colloquial Chinese.

[1099]

GOLD MEDAL,

Health Exhibition, London.

The British Medical Journal says—

"Benger's Food" has by its excellence established a reputation of its own."

The Lancet says—

"Mr. Benger's admirable preparation."

The London Medical Record says—

"It is invaluable."

This delicious, highly nutritive, and most easily digested Food has been very successfully used in England for many years in the rearing of infants, and by those whose digestive powers have been weakened by illness or age. It may now be obtained in sealed Tins of Chemists, etc., throughout the Colonies and Abroad, and will prove a boon to Mothers and Nurses.

WHOLESALE OF ALL WHOLESALE HOUSES.

[1099]

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

[1099]

DINNEFORD'S MAG

POST OFFICE NOTICES.

The City of Peking, with the American Mail of the 8th ult. left Yokohama on Friday, the 1st inst., at daylight, and may be expected here on or about Saturday, the 6th inst.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Shanghai	Parramatta	Monday, 4th, 4th, 8.45 A.M.
Moji, Amoy and Foochow	Kanran	Monday, 4th, 11.00 A.M.
Kumehuk and Saipui	Haitau	Monday, 4th, 3.00 P.M.
Shanghai	Saitong	Monday, 4th, 4.00 P.M.
Singapore, Penang and Calcutta	Deucation	Monday, 4th, 4.00 P.M.
Shanghai	Saitong	Tuesday, 5th, 11.00 A.M.
Manila	Kanran	Tuesday, 5th, 3.00 P.M.
	Perla	Tuesday, 5th, 4.00 P.M.
		Wednesday, 6th, 11.00 A.M.
		Registration, with late fee of 10 cents, up to 10.45 A.M.
		Letters, 11.00 A.M.
		Wednesday, 6th, 3.00 P.M.
		Wednesday, 6th, 3.00 P.M.
		Thursday, 7th, 11.00 A.M.
		Registration, with late fee of 10 cents, up to 10.45 A.M.
		Letters, 11.00 A.M.
		Saturday, 9th, 11.00 A.M.
		Saturday, 9th, 3.00 P.M.
		Wednesday, 13th, 10.00 A.M.
		Registration, with late fee of 10 cents, up to 10.45 A.M.
		Letters, 11.00 A.M.
		Friday, 15th, 3.00 P.M.

TO-DAY
Sail, Crown Land, 3 p.m.
Harmonist's Circus, Recreation Ground, near Race Course, 4 p.m.

TO-MORROW
Sail, Sundries, Messrs. Douglas Laprak and Co.'s old Godelows, Messrs. Hughes & Hough, 11 a.m.
Meeting of the Hongkong, Canton & Macao Steamboat Co. noon.
Sail, Parituro, 28, Des Vaux Road, Mr. V. I. Remondis, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

FRIDAY, 1st February.

ON LONDON—	Telegraphic Transfer	1/11 1/2
	Bank Bills, on demand	1/11 1/2
	Bank Bills, at 30 days sight	2/0 1/2
	Bank Bills, at 4 months sight	2/0 1/2
	Credit, at 4 months sight	2/0 1/2
	Documentary Bills, at 4 months sight	2/0 1/2
ON PARIS—	Bank Bills, on demand	2/50 1/2
	Credit, at 4 months sight	2/50 1/2
ON GERMANY—	On demand	2/04 1/2
ON NEW YORK—	Bank Bills, on demand	48 1/2
	Credit, 60 days sight	49 1/2
ON BOMBAY—	Telegraphic Transfer	149
	Bank, on demand	149 1/2
ON CALCUTTA—	Telegraphic Transfer	149
	Bank, on demand	149 1/2
ON SHANGHAI—	Bank, at sight	72 1/2
	Private, 30 days sight	73 1/2
ON YOKOHAMA—	On demand	14 p.m.
ON MANILA—	On demand	14 p.m.
ON SINGAPORE—	On demand	1 p.m.
ON BATAVIA—	On demand	119 1/2
ON HAMBURG—	On demand	2 p.m.
ON SAIGON—	On demand	14 p.m.
ON BANGKOK—	On demand	60 1/2
	SOVEREIGNS, Bank's Buying Rate	9.95
	GOLD LEAF, 100 fine, per tael	51.75
	HAR SILVER, per oz	27 1/2

OPIUM.

Quotations are—	Allow net to 1 catty.
Malwa New	\$800 to — per picul.
Malwa Old	\$820 to — " "
Malwa Older	\$830 to — " "
P. P. per wrapped	\$855 to — " "
Persian fine quality	\$870 to — " "
Persian extra fine	to — " "
Patna New	\$892 1/2 to — per chest.
Patna Old	to — " "
Bombay New	\$895 to — " "
Bombay Old	to — " "

VESSELS EXPECTED.

THE GERMAN MAIL.
The Imperial German Mail steamer *Kiautschou*, carrying the German mails with dates from Berlin of the 7th ult., left Singapore on Friday, the 1st inst., at 7 a.m., and may be expected here to-morrow, about noon.

The Imperial German Mail steamer *Hamburg* left Kobe via Nagasaki and Shanghai on Sunday, the 27th ult. p.m., and may be expected here to-morrow.

THE AMERICAN MAIL.
The P.M. steamer *City of Peking*, with mails, &c., from San Francisco to the 5th ult., via Honolulu, has arrived at Yokohama, and left for this port on the 1st inst. via Island Sea, Kobe, Nagasaki and Shanghai.

The O. & O. steamer *Gaelic*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Island Sea, Kobe, Nagasaki and Shanghai on the 16th ult.

THE INDIAN MAIL.
The steamer *Arratoon* from Calcutta, left Singapore for this port on Friday afternoon, 1st inst.

THE CANADIAN MAIL.
The C.P.R. steamer *Empress of Japan* left Vancouver on Monday, the 28th ult. p.m., for Hongkong via the usual ports of call.

MERCHANT STEAMERS.
The C.M. steamer *Tenaka*, from Glasgow and Liverpool, left Singapore for this port on the 30th ult., and may be expected here on or about the 4th inst.

The N.Y.K. steamer *Kanagawa Maru* (European Line) left Kobe via Moji for this port on the 30th ult., and is expected to arrive here on the 6th inst.

The O.S.S. steamer *Patroclus* left Singapore on 31st ult., and is due in Hongkong on 6th inst.

The N. & L. steamer *Edinburgh* left Singapore for this port on the 1st inst., and may be expected here on or about the 7th inst.

The H.A.L. steamer *Silva* left Kobe for this port on the 30th ult., via Shanghai, and may be expected here on or about Friday, the 8th inst.

The N.P. steamer *Glennhurst* sailed from Tacoma for Japan and Hongkong on the 7th ult.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.
A.I. A.B.C. Scott's and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).	Extreme Length	323 feet.
	Length on Blocks	513 "
	Width of Entrance on Top	89 "
	Width of Entrance on Bottom	77 "
	Water on Blocks at Spring Tide	26 1/2 "
DOCK No. 2 (at MUKAJIMA).	Extreme Length	371 feet.
	Length on Blocks	350 "
	Width of Entrance on Top	66 "
	Width of Entrance on Bottom	53 "
	Water on Blocks at Spring Tide	22 "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.
The COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.

BOMBAY-BURMAH TRADING CORPORATION, LIMITED.
BANGKOK AND RANGOON.

TEAK SQUARES, PLANKS, BOARDS AND SCANTLINGS, PLANKED, TONGUED, AND GROOVED BOARDS, FOR FLOORING, CEILING, WALLING, &c. TEAK SHINGLES FOR ROOFING.
PINKADOE RAILWAY SLEEPERS for all GAUGES.
Rates Supplied and Orders Booked by JARDINE, MATHIESON & CO.
Hongkong, 31st May, 1895.

JUST LANDED.
FRESH AUSTRALIAN CREAMERY BUTTER in large top tins (ROSEBUD BRAND), BACONS, HAMS, ENGLISH and AMERICAN PROVISIONS, &c., &c.
JEEJEEBOY & CO.
19c, Hollywood Road.

Hongkong, 31st January, 1901.

JOINT STOCK SHARES.

HONGKONG, 1st February.

STOCKS.	No. of SHARES.	ISSUE PRICE.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30c. div. at 1/11 1/2 = \$15.08 per share for 1st half year 1900	\$250 p. a. pr. = \$502.50
Bank of China & Japan, Ltd.	100,000	25	25	None	London 242. 21.
Do. Deferred	100,000	25	25	None	25 5/8.
National Bank of China, Ltd.	10,000	10	10	23c. for 1899	\$27, buyers
Do. Rounders' Shares	20,000	10	10	23c. for 1899	\$27, buyers
MARINE INSURANCES.					
Union Ins. Society, Ltd.	10,000	\$250	\$250	40 p. ct. = \$20 for 1899	\$245, buyers
China Traders Ins. Co., Ltd.	24,000	\$250	\$250	10 p. ct. for 1899	\$245, buyers
North China Ins. Co., Ltd.	5,000	\$250	\$250	10 p. ct. for 1899	\$245, buyers
Yangtze Ins. Assn., Ltd.	8,000	\$100	\$100	10 p. ct. for 1899	\$245, buyers
Canton Ins. Co., Ltd.	10,000	\$250	\$250	10 p. ct. for 1899	\$245, buyers
Straits Insurance Co., Ltd.	80,000	\$100	\$100	5 p. ct. for 1899	\$115, sales
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$250	\$27 for 1899	\$315, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$100	\$8 for 1899	\$32, buyers
SHIPPING.					
Hongkong, Canton and Amoy S. S. Co., Ltd.	80,000	\$15	\$15	\$1.20 for half year ended 30/6/1900	\$38.
Indo-China S. S. Co., Ltd.	60,000	\$10	\$10	4 p. ct. on account of 1900	\$110, buyers
China & Manila S. S. Co., Ltd.	14,000	\$50	\$50	20 p. ct. for 1899	\$75, sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 p. ct. for year ended 30/6/1900	\$40, sellers
China Mutual S. S. Co., Ltd.	20,000	\$10	\$10	10 p. ct. for year ended 30/6/1900	\$42, buyers
Limited, Preference	20,000	\$10	\$10	10 p. ct. for year ended 30/6/1900	\$42, buyers
Do. Ordinary	20,000	\$10	\$10	10 p. ct. for year ended 30/6/1900	\$42, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	10 p. ct. for year ended 30/6/1900	\$42, buyers
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	10 p. ct. for year ended 30/6/1900	\$42, buyers
MINING.					
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	10 p. ct. for year ended 30/6/1900	\$122, buyers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$3 for 1897	\$40, sellers
MINING.					
Panama Mining Co., Ltd.	60,000	\$8	\$8	None	\$34, sellers
Do. Preference	30,000	\$1	\$1	None	\$1.20.
Sociedad Fran. des Charbonnages du Tonkin	16,000	\$250	\$250	None	\$325, sellers
Queens Mines, Limited	400,000	25 cts.	25 cts.	None	7 cts., sellers
Queens Mines, Limited	45,000	\$5	\$5	5 p. ct. half year ended 30/6/1900	\$6, sales
Ramb Australian Gold Mining Co., Limited	200,000	\$1	\$1	10 p. ct. for year ended 30/6/1900	\$37, sellers
Oliver's Freehold Mines, Limited	15,000	\$5	\$5	10 p. ct. for year ended 30/6/1900	\$2, sellers
Great Eastern and Cal. Gold Mining Co., Ltd.	140,000	\$4	\$4	None	\$1.10.
Do. Preference	70,000	\$1	\$1	None	5 cts.
DOCKS, WHARVES, &c.					
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	5 p. ct. for year ended 30/6/1900	\$630 p. c. pr. = \$121 1/2
Hongkong and Whampoa Dock Co., Limited	30,000	\$50	\$50	5 p. ct. for year ended 30/6/1900	\$500, buyers
Wharf and G. Co., Ltd.	2,600	\$100	\$100	10 p. ct. for year ended 30/6/1900	\$63, buyers
Wanchai Warehouse and Storage Co., Ltd.	6,000	\$60	\$60	22 p. ct. for 1899	\$21 1/2, buyers
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Investment & Agency Co., Ltd.	50,000	\$100	\$100	Final 50 on account 1900	\$199, sellers
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$50	\$11 for 1899	\$28, buyers
West Point Building Company, Limited	12,500	\$50	\$50	Final 12.50 on acct. 1900	\$49.
Hongkong Hotel Company, Limited	12,000	\$50	\$50	10 p. ct. for half year ended 30/6/1900	\$125, sellers
Oriental Hotel Co., Limited	7,000	\$50	\$50	First year	\$80, sellers
Humphreys Est. & Ftn. Co.	100,000	\$10	\$10	\$1 per share for 1900	\$13, ex div.
COTTON MILLS.					
Euro Cotton Spinning and Weaving Co., Ltd.	17,500	\$100	\$100	3 p. ct. for period ending 31/10/1899	Tls. 50
International Cotton Spinning and Weaving Co., Ltd.	10,000	\$100	\$100	3 p. ct. on account of 1900	Tls. 45
Yau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	\$100	\$100	3 p. ct. on account of 1900	Tls. 65
Soy Chee Cotton Spinning & Weaving Co., Ltd.	2,000	\$100	\$100	3 p. ct. for period ending 31/12/1899	Tls. 325, buyers
MISCELLANEOUS.					
Green Island Cement Co., Ltd.	50,000	\$10	\$10	10 p. ct. for 19 on a. c. 1900	\$194, sellers
China Portland Cement Co., Ltd.	7,500	\$20	\$20	10 p. ct. for 19 on a. c. 1900	\$33.
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	10 p. ct. for 19 on a. c. 1900	\$10, sales
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	70 cts. per share for 1900	\$101, sellers
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	70 cts. per share for 1900	\$101, sellers
Hongkong Electric Co., Ltd.	7,000	\$10	\$10	70 cts. per share for 1900	\$118, buyers
Hongkong Electric Co., Ltd.	10,000	\$50	\$50	10 p. ct. for 1899	\$170, sellers
Hongkong Electric Co., Ltd.	6,000	\$25	\$25	15 p. ct. for 1899	\$59, sellers
Hongkong Electric Co., Ltd.	5,000	\$25	\$25	15 p. ct. for 1899	\$175, sellers
Hongkong Electric Co., Ltd.	1,250	\$100	\$100	10 p. ct. for year ended 30/6/1900	\$153, buyers
Hk. Steam Water-boat Co., Ltd.	7,500	\$10	\$10	10 p. ct. for year ended 30/6/1900	\$5.
Dairy Farm Co., Ltd.	10,000	\$70	\$70	10 p. ct. for year ended 30/6/1900	\$5.
Carmichael & Co., Ltd.	2,000	\$25	\$25	10 p. ct. for year ended 30/6/1900	\$5.
Hk. & China Bakery Co., Ltd.	600	\$80	\$80	15 p. ct. for 1899	\$55, sales
Campbell, Moore & Co., Ltd.	1,200	\$10	\$10	10 p. ct. for 1899	\$20.
Bell's Asbestos & Agcy., Ltd.	10,000	\$1	\$1	None	\$1, buyers
United Asbestos & Agcy., Ltd.	10,000	\$1	\$1	None	\$7 1/2, buyers
Agency, Limited	100,000	\$1	\$1	None	\$3, sellers
Tobacco Planting Co., Ltd.	20,000	\$5	\$5	10 p. ct. for year ended 30/6/1900	\$91, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	\$20	10 p. ct. for year ended 30/6/1900	\$124, sellers
Universal Trading Co., Ltd.	50,000	\$20	\$20	10 p. ct. for year ended 30/6/1900	\$54, sellers
CHINA COMPANIES.					
Alhambra, Limited	200	\$500	\$500	25 p. ct. for year ended 30/6/1900	\$1,500, buyers
La Commercial, Limited	200	\$500	\$500	10 p. ct. for 1899	\$1,000
Hensiana, Limited	750	\$100	\$100	10 p. ct. for 1899	\$107, sellers
La Favorita, Limited	180	\$500	\$500	10 p. ct. for 1899	\$700, sellers

MITSUI BUSSAN KAISHA

No. 6, Ice House Street, Praya Central.
Head Office—Tokyo.
Branch Office—LONDON, NEW YORK, BOMBAY, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

AGENTS FOR:
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